



A G E N D A

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
PLACER COUNTY AIRPORT LAND USE COMMISSION
WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY
PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY**

**Wednesday, August 26, 2020
9:00 a.m.**

**Placer County Transportation Planning Agency
299 Nevada Street, Auburn CA 95603**

PUBLIC PARTICIPATION PROCEDURES

In order to protect public health and the safety of our Placer County citizens, Public Comment for this August 26, 2020 meeting will be offered through a remote call-in line or joining the web-based meeting. Public Comment will be opened for each agenda item in sequence. Be prepared to speak on the specific agenda item you wish to comment on when the Board Chair announces the item. Please see below for remote access to this meeting:

Remote access: <https://us02web.zoom.us/j/85991882514>

You can also dial in using your phone:

US: +1 669 900 9128

Webinar ID: 859 9188 2514

The Placer County Transportation Planning Agency is accessible to the disabled. If requested, this agenda, and documents in the agenda packet can be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact PCTPA for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, in order to participate in a public meeting should contact PCTPA by phone at 530-823-4030, email (ssabol@pctpa.net) or in person as soon as possible and preferably at least 72 hours prior to the meeting.

- A. Flag Salute**
- B. Roll Call**
- C. Approval of Action Minutes: June 24, 2020** **Action**
Pg. 1
- D. Agenda Review** **Action**
- E. Public Comment**

**Board of Directors Meeting Agenda
 PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 AIRPORT LAND USE COMMISSION
 WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY
 PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY
 August 26, 2020
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|-----------|---|--|
| F. | Consent Calendar: Placer County Transportation Planning Agency
These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion. | Action
Pg. 5 |
| | 1. Actuarial Valuation Report of Other Post-Employment Benefit Programs as of June 30, 2019 | <i>Under separate cover</i> |
| | 2. PCTPA FY 2020 CARES Act Federal Transit Administration (FTA) Section 5311 Program of Projects: \$1,013,089 | Pg. 7 |
| | 3. FY 2020/21 Senate Bill 1 State of Good Repair (SGR) Fund Allocation - \$536,546 | Pg. 12 |
| G. | <u>9:00 A.M. - PUBLIC HEARING: Lincoln Regional Airport Layout Plan and Narrative Report Consistency Determination</u>
• Conduct a Public Hearing and provide a consistency determination on the Lincoln Regional Airport Layout Plan and Narrative Report. | Action
Pg. 15 |
| H. | 2020 Unmet Transit Needs Process and Schedule
• Staff will give an overview on the 2020 Unmet Transit Needs Process and Schedule. | Info
Pg. 25 |
| I. | Revenue Projections, Overall Work Program (OWP) Amendment Process, and 2022 Funding Strategy Resources
• Approve the process for proceeding with revenue projections, Overall Work Program – Amendment #1, and allocating resources for the 2022 Funding Strategy outreach program. | Action
Pg. 27 |
| J. | Executive Director’s Report | Info |
| K. | Board Direction to Staff
1. Continuation of Board Meetings via Video Teleconference | Action
Pg. 29 |
| L. | Informational Items
1. PCTPA TAC Minutes
2. Status Reports
a. PCTPA
b. FSB – Report for June and July 2020
c. AIM Consulting – Report for June and July 2020
d. Key Advocates – Report for June and July 2020
e. Capitol Corridor Monthly Performance Report
3. Newspaper Articles
4. PCTPA Receipts and Expenditures – May and June 2020 | Info
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Pg. 33
Pg. 52
Pg. 56
Pg. 61
Pg. 76
Pg. 80
<i>Under separate cover</i> |

Board of Directors Meeting Agenda
PLACER COUNTY TRANSPORTATION PLANNING AGENCY
AIRPORT LAND USE COMMISSION
WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY
PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY
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Board meetings are typically held the **fourth Wednesday of the month** at 9:00 a.m. except for November and December meetings which are typically combined meetings. PCTPA meetings are typically held at the Placer County Board of Supervisors’ Chambers, 175 Fulweiler Avenue, Auburn, California, however this meeting is being closed to the public.

PCTPA Board Meetings – 2020	
Wednesday, January 22	Wednesday, July 22
Wednesday February 26	Wednesday, August 26
Wednesday, March 25	Wednesday, September 23
Wednesday, April 22	Wednesday, October 28
Wednesday, May 27	Wednesday, December 2
Wednesday, June 24	



ACTION MINUTES

REGULAR MEETING OF THE

**Placer County Transportation Planning Agency (PCTPA)
Western Placer Consolidated Transportation Services Agency (CTSA)
Placer County Airport Land Use Commission (ALUC)
Placer County Local Transportation Authority (PCLTA)**

**June 24, 2020 - 9:00 a.m.
Placer County Transportation Planning Agency
299 Nevada Street, Auburn, California**

**MEETING CONDUCTED REMOTELY UNDER
EXECUTIVE ORDER N-29-20**

ROLL CALL

John Allard
Brian Baker
Ken Broadway
Trinity Burruss, Chair
Jim Holmes
Paul Joiner
Cheryl Maki
Kirk Uhler

STAFF

Kathleen Hanley
Aaron Hoyt
Shirley LeBlanc
Mike Luken, Executive Director
Luke McNeel-Caird
David Melko
Solvi Sabol

Chair Burruss explained the meeting procedures to the Board and public as it relates to participating by means of a teleconference under Governor Newsom’s March 12, 2020 Executive Order N-25-20.

APPROVAL OF ACTION MINUTES – MAY 27, 2020

Upon motion by Allard and second by Broadway, the action minutes of May 27, 2020 were approved by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler
NOES/ABSTAIN: None

AGENDA REVIEW

Upon motion by Allard and second by Holmes, the June 24, 2020 agenda order was approved as presented by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler
NOES/ABSTAIN: None

PUBLIC COMMENT

No public comment.

CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

1. Amend the Roseville Transit Short Range Transit Plan 2018-2025 to Include the South Placer County Transit Project
2. FY 2020/21 PCTPA Claim for Local Transportation Funds (LTF) - \$475,000
3. Letter of Task Agreement for Fiscal and Compliance Audit Services for FY 2020/21: Richardson & Company LLP - \$58,350
4. FY 2019/20 City of Lincoln Amended Claim for Local Transportation Funds (LTF) - \$3,217,223
5. Letter of Task Agreement for Communications and Outreach Services for FY 2020/21: AIM Consulting Inc.- \$45,000
6. Letter of Task Agreement for As Needed State Advocacy Services for FY 2020/21: Smith, Watts and Hartmann, LLC - \$5,000
7. Letter of Task Agreement for Federal Advocacy Services for FY 2020/21: Key Advocates Inc. - \$36,000

Upon motion by Uhler and second by Broadway, the PCTPA Consent items were approved by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler
NOES/ABSTAIN: None

CONSENT CALENDAR: WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY (WPCTSA)

1. FY 2021 South Placer County Transportation Call Center and Transit Ambassador Program Budget - \$526,260
2. FY 2021 Placer 211 Work Program - \$50,000

Upon motion by Broadway and second by Allard, the WPCTSA Consent items were approved by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler
NOES/ABSTAIN: None

PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY TRANSPORTATION IMPROVEMENT PLAN AND RETAIL TRANSACTION AND USE TAX

Staff report presented by Mike Luken, Executive Director. The presentation on the South Placer Voter Support for a Transportation Sales Tax survey conducted from June 6 – 10th was provided by Curt Below, FM3.

Written comments from the following individuals was read into the public record:

Susan Rohan, Roseville resident
John Tallman, Westpark Communities

Public comment was received from:

Chris Benson, Rocklin Resident, Jacobs Engineering Group
Tom Indrieri, Lincoln Area Chamber of Commerce
Chris Smith, Associated of General Contractors of California

Jeff Short, North State Building Industry Associate, CA
Sabrina Drago, Loomis Resident, WSP

Upon motion by Maki and second by Allard the Board directed staff to continue the public outreach plan for a South Placer District Transportation Sales Tax Measure for a potential November 2022 election by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler
NOES/ABSTAIN: None

**I-80 AUXILIARY LANES PROJECT CONTRACT AMENDMENT FINAL DESIGN –
AUTHORIZATION TO NEGOTIATE AND SIGN**

Staff report presented by David Melko, Senior Transportation Planner

Upon motion by Holmes and second by Maki, the Board authorized the Executive Director to negotiate and sign a contract amendment, not to exceed \$200,000, with Dokken Engineering to complete final design for the I-80 Auxiliary Lanes project by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler
NOES/ABSTAIN: None

**PLACER COUNTY AIRPORT LAND USE COMPATIBILITY PLAN UPDATE CONTRACT
AWARD AUTHORIZATION**

Staff report by presented by David Melko, Senior Transportation Planner

Upon motion by Joiner and second by Holmes, the Board authorized the Executive Director to negotiate and sign a contract for a not-to-exceed amount of \$180,000, with Mead & Hunt for services to update the 2014 Placer County Airport Land Use Compatibility Plan (ALUCP), including environmental review by the following roll call vote.

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler
NOES/ABSTAIN: None

**FY 2020/2021 BUDGET ADOPTION – WESTERN PLACER CONSOLIDATED
TRANSPORTATION SERVICES AGENCY**

Staff report presented by Kathleen Hanley, Assistant Planner

Upon motion by Allard and second by Joiner the Board adopt FY 2020/21 Western Placer Consolidated Transportation Services Agency Budget by the following roll call vote:

AYES: Allard, Baker, Broadway, Burruss, Holmes, Joiner, Maki, Uhler
NOES/ABSTAIN: None

EXECUTIVE DIRECTOR UPDATE

Mike Luken pointed out that Luke McNeel-Caird prepared an update of the I-80/SR 65 Interchange Improvements Project which is in this month's status report.

Mr. Luken reported that there has been much staff time dedicated to the SB 1 competitive grant application process over the last few weeks. Staff has been working with a regional consortium including

SACOG and Caltrans District 3, as well as other key partners to put together a comprehensive package of grant applications. To that end, Mike said we've brought together a series of projects for the Trade Corridor Enhancement Program (TCEP) and Solutions for Congested Corridors grants. Mike added that the Placer-Sacramento Gateway Plan has received statewide attention as one of the best corridor plans submitted. Corridor Plans that demonstrate collaboration between Caltrans and local or regional partners position these SB 1 applications favorably as the California Transportation Commission (CTC) determines funding.

Luken said there's information coming out of Washington D.C. on a potential infrastructure bill which, at this time, has been estimated at \$1.4 trillion dollars. Mike said the region and county are gearing up for this bill - the City Managers group appointed PCTPA and PCWA to gather a list of shovel-ready projects that include transportation, sewer, water, drainage, electricity, and biomass. A list of over 100 projects were provided to SACOG and the Regional Water Association who have compiled these in a document that we are sharing with our state and federal delegation to show that we are ready for a stimulus package when it comes forward.

Mike stated that some of our Board members inquired about going back to live, in-person Board meetings. While we would not be open to the public, Mike said we could look at the feasibility of going back to live meetings with the ability to receive public comment. Mike added that we will not be having a July meeting but could look into it for the August Board meeting. There was a general consensus that the Board supported the opportunity to have live, in-person meetings. Chair Burruss asked that the Board be informed as to the costs incurred if we go to in-person meetings.

ADJOURN

Chair Burruss adjourned the meeting at approximately 10:40. a.m.

A video of this meeting is available online at <http://pctpa.net/agendas2020/>.

Mike Luken, Executive Director

Trinity Burruss, Chair

Solvi Sabol, Clerk of the Board

TO: PCTPA Board of Directors **DATE:** August 26, 2020
FROM: Michael Luken, Executive Director
SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the August 26, 2020 agenda for your review and action.

1. Actuarial Valuation Report of Other Post-Employment Benefit Programs as of June 30, 2019

The Governmental Accounting Standards Board (GASB) Statement 75 requires state and local government employers to disclose financial information regarding “Other Post-Employment Benefits” (OPEB) other than pensions, primarily retiree health care, and requires agencies to obtain an actuarial valuation for the OPEB obligation which includes valuing the liability and calculating the actuarially determined contributions (ADC) to the trust.

MacLeod Watts completed the actuarial valuation as of June 30, 2019 (provided under separate cover) and determined the Actuarial Accrued Liability (AAL), the amount required to fund all plan benefits for current and vested plan members to be \$1,191,905. PCTPA has an established trust with CalPERS for future OPEB benefits. The actuarial value of plan assets held at CalPERS at June 30, 2019 was \$999,444. This leaves a residual unfunded actuarial accrued liability of \$192,461. The payments toward the unfunded liability is reflected in PCTPA’s OWP. For FY 2020/21, this expenditure is anticipated to be \$72,899 and an expenditure will be budgeted yearly until the OPEB liabilities are fully funded. The valuation report serves as the basis for GASB compliance and the source for further disclosure documentation required by the CalPERS trust. Staff recommends acceptance of this report.

2. PCTPA FY 2020 CARES Act Federal Transit Administration (FTA) Section 5311 Program of Projects: \$1,013,089

FY 2020 CARES Act FTA Section 5311 funds provide operating or capital assistance for transit in rural areas. Placer County Transit and the City of Auburn are the only transit operators who provide rural service in PCTPA’s jurisdiction. The proposed FY 2020 CARES Act FTA Section 5311 Program of Projects totals \$1,013,089. Funds will be used for operating assistance for rural transit services within unincorporated Placer County (including TART service in the North Lake Tahoe basin) and for the capital acquisition of a Zero Emission Bus for the City of Auburn. Both jurisdictions agree to allocate available FY 2020 CARES Act FTA Section 5311 funds based on a formula of revenue vehicle hours, revenue vehicle miles and ridership: Placer County = \$877,771 and City of Auburn = \$135,318. The TAC concurred with proposed Program of Projects. Staff recommends approval of the attached resolution and Program of Projects.

3. FY 2020/21 Senate Bill 1 State of Good Repair (SGR) Fund Allocation - \$536,546

Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 is estimated to generate \$5.4 billion per year in new funding to repair and maintain the state highways, bridges and local roads, improve trade corridors and support public transit and active transportation. The State of Good Repair (SGR) program is one component of SB 1 and funds eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair. A statewide total of \$117,676,000 million has been made available for FY 2020/21 to eligible recipients according to State Transit Assistance (STA) program statutes.

According to the State Controller's Office Revised Allocation Estimate for FY 2020/21, the County's share of the statewide total is \$536,546. Attachment A contains the fund allocation and projects proposed for funding. The Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis have elected to reallocate their proportional share to Placer County for repair and rehabilitation of the existing fleet and fueling station repairs and modernization that is associated with the contracted services.

Staff recommends that the Board approve the FY 2020/21 SGR Fund Allocation, associated project list, and adopt resolution 20-24 (Attachment B) authorizing the list of projects contained in Attachment A and designating the Executive Director as the Authorized Agent to execute grant related documents and to comply with the required Certifications and Assurances of the Senate Bill 1 State of Good Repair Program. The PCTPA TOWG and TAC concurred with this recommendation at the August 11, 2020 meetings.

LM:ML:ss

County/Region: Placer District: 03
 Original Submission Date: 8/3/2020 Revision No. - Revision Submission Date: -

FEDERAL FISCAL YEAR 2020 CARES ACT
Section 5311 Program of Projects (POP)

(A) Available Funding:

<i>Estimated</i> Apportionment [CARES ACT]:	(+)	<u>\$1,013,089</u>
(A) TOTAL FUNDS AVAILABLE:	=	<u>\$1,013,089</u>

(B) Programming (POP): Complete Parts I and II

		<i>Federal Share 100%</i>
Part I. Operating Assistance - Total:	(+)	<u>\$877,771</u>
Part II. Capital - Total:	(+)	<u>\$135,318</u>
(B) Total:	(=)	<u>\$1,013,089</u>

Regional Apportionment Funds ONLY for CARES Act:

- o Please Note -
 - Funds may not need to be programmed unless Capital beyond COVID-19 Response
 - Final approval to be determined by the Department
 - There will be NO carryover allowed as you will have several years to expend CARES Act funds

FUNDING SUMMARY

		<i>Federal Share</i>
(B) Regional Apportioned - Total:	(+)	<u>\$1,013,089</u>
GRAND TOTAL:	(=)	<u>\$1,013,089</u>

Contact Person/Title: David M. Melko, Senior Transportation Planner Date: 8/3/2020
 Phone Number: 530.823.4090 or dmelko@pctpa.net

INSTRUCTIONS

PART I – Operating Assistance

- Do not list previously approved projects (i.e. projects listed in a prior grant).
- Funding split: None Federal Share 100%
- Third Party Contract Requirement – all third-party contracts must contain federal clauses required under FTA Circular 4220.1F and approved by the State prior to bid release.
- Net project cost does not include ineligible cost (i.e. farebox, other revenues, etc.).

PART II – Capital (Vehicles, Construction, Preventive Maintenance and Planning)

- **All** vehicles procured with Section 5311 program funds must be ADA accessible regardless of service type (fixed route or demand-response service).
- Capital projects must contain a **full description of project**: A PRELIMINARY ENVIRONMENTAL SURVEY (PES) is required for Capital projects other than vehicle procurement. (i.e. facility or shelter - include specifics, planning studies, preventative maintenance). The PES does not satisfy the requirements for environmental review and approval. When the agency prepares the documentation for a categorical exclusion, the Environmental Justice Analysis must be included.
- Funding Federal Share – 100% Federal Share if related to COVID-19
- Procurement Contract Requirement – all documents used for procuring capital projects must contain federal clauses required under FTA Circular 4220.1F and approved by DRMT prior to bid release.

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: RESOLUTION
APPROVING PCTPA FY 2020 CARES ACT
FEDERAL TRANSIT ADMINISTRATION
SECTION 5311 PROGRAM OF PROJECTS**

RESOLUTION NO. 20-25

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held August 26, 2020 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage

Chair
Placer County Transportation Planning Agency

Executive Director

WHEREAS, California Government Code Section 29532.1(c) identifies PCTPA as the designated Regional Transportation Planning Agency for Placer County, exclusive of the Lake Tahoe Basin; and

WHEREAS, this designation requires PCTPA to complete a FY 2020 CARES Act Federal Transit Administration Section 5311 Program of Projects allocating \$1,013,089 for transit operating and/or capital assistance in rural areas of Placer County; and

WHEREAS, Placer County Department of Public Works and the City of Auburn are the only transit operators who provide rural service in PCTPA's jurisdiction; and

WHEREAS, Placer County Department of Public Works and the City of Auburn agree to allocate FY 2020 CARES Act Federal Transit Administration Section 5311 funds based on a formula of revenue vehicle hours, revenue vehicle miles and ridership.

**NOW THEREFORE, BE IT RESOLVED THAT THE PLACER COUNTY
TRANSPORTATION PLANNING AGENCY HEREBY:**

1. Approves the FY 2020 CARES Act Federal Transit Administration Section 5311 Program of Projects in the amount of \$1,013,089 as follows: for operating assistance, Placer County = \$877,771; and for capital acquisition of a Zero Emission Bus, City of Auburn = \$135,318.
2. Authorizes the Executive Director to submit the FY 2020 CARES Act Federal Transit Administration Section 5311 Program of Projects to the California Department of Transportation.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 FY 2020/2021 STATE OF GOOD REPAIR (SGR) FINAL ALLOCATION ESTIMATE
 (EXCLUDING TAHOE BASIN)
 August 2020**

PUC 99313 Allocation	\$467,915
PUC 99314.8 Allocation	\$68,251
Total SGR Allocation ⁽¹⁾	\$536,166

4 Percent Allocation of PUC 99313 to WPCTSA \$0

Total PUC 99313 Allocation Available to Jurisdictions \$467,915

FY 2020/2021 Jurisdiction PUC Section 99313 SGR Fund Allocation

Jurisdiction	January 2020 Population ⁽²⁾	PUC 99313 Population Percentage	PUC 99313 Population Allocation	PUC 99313 FY 2018/19 Adjustment ⁽³⁾	PUC 99313 Jurisdiction Allocation	Reallocation to Transit Operator ⁽⁴⁾	PUC 99313 Total Allocation
Placer County	103,794	26.46%	\$123,813	\$82	\$123,895	\$153,631	\$277,526
Auburn	14,594	3.72%	\$17,409	\$12	\$17,421	\$0	\$17,421
Colfax	2,152	0.55%	\$2,567	\$2	\$2,569	(\$2,569)	\$0
Lincoln	49,317	12.57%	\$58,829	\$39	\$58,868	(\$58,868)	\$0
Loomis	6,888	1.76%	\$8,217	\$5	\$8,222	(\$8,222)	\$0
Rocklin	70,350	17.93%	\$83,919	\$53	\$83,972	(\$83,972)	\$0
Roseville	145,163	37.01%	\$173,161	\$110	\$173,271	\$0	\$173,271
TOTAL	392,258	100.00%	\$467,915	\$302	\$468,217	\$0	\$468,217

- Notes: (1) 2020/2021 State of Good Repair Revised Allocation Estimate, California State Controller Division of Accounting and Reporting, August 1, 2020.
 (2) Table E-1: City/County Population Estimates January 1, 2019 to January 1, 2020, DOF, May 1, 2020.
 (3) Adjustments to reconcile difference in FY 2018/19 PUC 99313 4th Quarter payment to adopted estimates, September 6, 2019.
 (4) Placer County Transit will apply the equivalent SGR PUC 99313 shares from the Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis to preventive maintenance.

FY 2020/2021 Jurisdiction PUC Section 99314 SGR Fund Allocation

Jurisdiction	PUC 99314 Fare Revenue Basis ⁽⁵⁾	PUC 99314 Fare Revenue Percentage	PUC 99314 Fare Revenue Allocation	PUC 99314 FY 2018/2019 Adjustment ⁽⁶⁾	PUC 99314 Total Allocation	Total Jurisdiction Allocation
Placer County	\$5,410,141	81.9%	\$55,881	\$64	\$55,944	\$333,470
Auburn	\$21,830	0.3%	\$225	\$1	\$226	\$17,647
Colfax	\$0	0.0%	\$0	\$0	\$0	\$0
Lincoln	\$0	0.0%	\$0	\$0	\$0	\$0
Loomis	\$0	0.0%	\$0	\$0	\$0	\$0
Rocklin	\$0	0.0%	\$0	\$0	\$0	\$0
Roseville	\$1,175,827	17.8%	\$12,145	\$13	\$12,158	\$185,429
TOTAL	\$6,607,798	100.0%	\$68,251	\$78	\$68,329	\$536,546

- Notes: (5) 2020/2021 State of Good Repair Revised Allocation Estimate, California State Controller Division of Accounting and Reporting, August 1, 2020.
 (6) Adjustments to reconcile difference in FY 2018/19 PUC 99314 4th Quarter payment to adopted estimates, September 6, 2019.

FY 2020/2021 SGR Project Summary

Jurisdiction	Project Title	FY 2020/21 Allocation Amount
Placer County	Tahoe Truckee Area Regional Transit Bus Replacement	\$179,839
	Repair/Rehabilitation of Existing Fleet and Fueling Station Repairs and/or Modernization	\$153,631
Auburn	Zero Emissions Bus Purchase	\$17,647
Roseville	Fixed Bus Route and Commuter Bus Replacement	\$185,429
FY 2020/21 Total		\$536,546

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: APPROVAL
OF THE FY 2020/21 REGIONAL PROJECT
LIST FOR THE CALIFORNIA STATE OF GOOD
REPAIR PROGRAM**

RESOLUTION NO. 20-24

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held August 26, 2020 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

WHEREAS, Senate Bill 1 (SB-1), the Road Repair and Accountability Act of 2017, established the State of Good Repair (SGR) program that allocates \$105 million annually to transit operator in California to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, these funds will be allocated under the State Transit Assistance (STA) Program formula to the Regional Transportation Planning Agencies per PUC Sections 99313 and 99314; and

WHEREAS, Placer County Transportation Planning Agency (PCTPA) has been designated by the Secretary as the transportation planning agency for Placer County, excluding the Lake Tahoe Basin; and

WHEREAS, PCTPA as the Regional Transportation Planning Agency is responsible for receiving and allocating SGR funds and may serve as an eligible project sponsor to receive SGR program funds for local agencies; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional

implementing agency to abide by various regulations; and

WHEREAS, SB-1 named the Department of Transportation (Department) as the administrative agency for the SGR; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible project sponsors (local agencies); and

WHEREAS, the Placer County Transportation Planning Agency concurs with and approves the attached project list for the State of Good Repair Program funds, and

BE IT RESOLVED that the Board of Directors hereby approves the SB1 State of Good Repair Project List for FY 2020-21; and

BE IT RESOLVED by the Board of Directors of the Placer County Transportation Planning Agency that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

BE IT FURTHER RESOLVED that the Michael W. Luken, Executive Director be authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms and agreements.



MEMORANDUM

TO: Placer County Airport Land Use Commission **DATE:** August 26, 2020

FROM: David Melko, Senior Transportation Planner

SUBJECT: **9:00 A.M. - PUBLIC HEARING: LINCOLN REGIONAL AIRPORT LAYOUT PLAN AND NARRATIVE REPORT CONSISTENCY DETERMINATION**

ACTION REQUESTED

1. Conduct a public hearing regarding consistency of the Lincoln Regional Airport Layout Plan and Narrative Report with the Placer County Airport Land Use Compatibility Plan (ALUCP).
2. Find that the Lincoln Regional Airport Layout Plan and Narrative Report is consistent with the Placer County ALUCP subject to the condition that the ALUCP be updated to reflect the assumptions and proposals of the Lincoln Regional Airport Layout Plan and Narrative Report.

BACKGROUND

Airport Land Use Commission (ALUC)

PCTPA serves as the ALUC for Placer County's three public use airports. ALUC's protect public health, safety, and welfare by: (1) ensuring orderly expansion of airports; and (2) promoting compatibility between airports and surrounding land uses. ALUC's achieve this by: (1) adopting an ALUCP; and (2) reviewing for consistency plans, regulations, and other actions of local agencies and airports.

Placer County Airport Land Use Compatibility Plan (ALUCP)

The 2014 ALUCP contains Compatibility Plans for each of Placer County's public use airports. Each ALUCP establishes land use compatibility criteria and zones based on noise, safety, airspace protection, and overflight provisions. It also establishes the types of actions subject to ALUC review. The ALUCP is based on the Lincoln Regional Airport 2007 Master Plan and 2008 Airport Layout Plan, both approved by FAA and Caltrans Division of Aeronautics. An update of the Placer County ALUCP is currently underway and will be completed by December 2021.

Lincoln Regional Airport

Lincoln Regional Airport is classified as a regional reliever facility and is operated by the City of Lincoln. The Airport is located on the western edge of the City, north of Nicolaus Road. The Airport covers 725 acres and includes land that will accommodate aviation, light industrial and commercial development. The Airport has one runway - Runway 15/33, which is 6,001 feet long by 100 feet wide. There is one parallel taxiway to Runway 15/33 and five cross taxiways. Runway 15 is a precision instrument runway, while Runway 33 is a non-precision instrument runway. Significant general aviation development occurs on the east side of the airport. This development includes an aircraft and truck fueling facility, hangars, fixed base operator buildings, airport offices, pilots lounge, and parking aprons for aircraft. A helicopter landing and parking area is also located at the airport. Attachment 1 shows the existing facilities and completed projects.

In 2019, annual aircraft operations totaled 75,387 movements: 50 percent are considered local, 46 percent are itinerant general aviation, and 4 percent are air taxi and commuter operations. There are currently 291 aircraft based at the airport consisting of small single-engine aircraft to business jets and four helicopters.

Placer County Airport Land Use Commission
LINCOLN REGIONAL AIRPORT LAYOUT PLAN AND
NARRATIVE REPORT CONSISTENCY DETERMINATION
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Page 2

What is an Airport Layout Plan? An Airport Layout Plan consists of a scaled set of drawings that depicts existing and proposed development (land and facilities) and information demonstrating conformance with Federal Aviation Administration (FAA) regulations. An Airport Layout Plan update is an alternative to preparation of an updated Airport Master Plan when assumptions of the adopted Airport Master Plan are not proposed to significantly change. Maintaining an Airport Layout Plan is a legal requirement for any airport that receives federal or State funding assistance.

What is a Narrative Report?

A Narrative Report typically accompanies an Airport Layout Plan update. The Narrative Report identifies goals and objectives; provides an inventory of existing conditions; includes an aviation demand forecast; evaluates the Airport's capabilities and role; identifies airport facility requirements; provides an alternatives analysis; and includes an implementation plan that recommends a 20-year capital improvement program and proposed funding.

Federal Aviation Administration (FAA) Approval

Approval or denial of the Lincoln Regional Airport Layout Plan and Narrative Report is the responsibility of the FAA and the City of Lincoln. The FAA issued a conditional approval of the Lincoln Regional Airport Layout Plan, including an Airspace Case Study No. 2020-AWP-1125-NRA and a categorical exclusion, on June 8, 2020. The City of Lincoln will act after the ALUC's determination of consistency on the Airport Layout Plan and Narrative Report.

FAA conditional approval indicates that the Airport Layout Plan depicts features that provide an efficient use of navigable airspace by aircraft and are safe to persons and property on the ground. FAA approval is also conditioned on acceptance of the plan under local land use planning. Conditional approval is typical for an Airport Layout Plan because any future development will be subject to separate FAA environmental and airspace review and approval.

Consistency Requirement

State law requires that a public agency owning an airport shall, prior to approval of its Airport Master Plan or Airport Layout Plan, refer such proposed change to the ALUC. The ALUC must then determine whether the proposal is consistent, conditionally consistent, or inconsistent based on specific conflicts with the adopted ALUCP for that airport. The consistency review is guided by the criteria identified in ALUCP Policy 3.8.1, which focuses on Airport Layout Plan components that are associated with aircraft operations and that have off-airport noise, safety, air space and overflight implications to surrounding land uses.

Proposed Action

The Lincoln Regional Airport Layout Plan and Narrative Report is a City-initiated update of the 2008 Airport Layout Plan. The Airport Layout Plan and Narrative Report is available for viewing and downloading at: <http://pctpa.net/aluc/resources/>. The ALP represents a 20-year forecast of demand on the airfield, landside, and terminal areas and includes an analysis to assess how the airport can accommodate future demand.

Attachment 2 illustrates the Airport Layout Plan. Attachment 3 illustrates the Plan's development phased over a 20-year period. The primary elements of the Airport Layout Plan and Narrative Report include the following:

Placer County Airport Land Use Commission
LINCOLN REGIONAL AIRPORT LAYOUT PLAN AND
NARRATIVE REPORT CONSISTENCY DETERMINATION
August 2020
Page 3

- Inventory of existing conditions, including surrounding land uses;
- Forecast of aviation demand, including a comparison with prior forecasts;
- Identification of facility requirements to meet future aviation demand;
- Identification of obstruction surfaces (trees and poles) and runway protection zones;
- An alternatives analysis of development concepts;
- Wildlife hazard management considerations;
- Implementation plan, including funding plan and 20-year capital improvement program; and
- Detailed airport layout plan drawing set.

Maintaining existing facilities and meeting future aviation demand at Lincoln Regional Airport will require a series of development projects. Table 1 shows these proposed projects and their anticipated schedule for environmental, design and construction. According to the Airport Layout Plan and Narrative Report, aircraft operations are projected to increase from 75,387 to 87,000 by 2040.

In the near-term, the City will need to reconstruct the airport's runways and taxiways and acquire a 1.6-acre parcel to provide improved access to development. In the mid-term, the City proposes to reconstruct Flightline Drive, rehabilitate apron parking areas, and construct additional hangers to meet forecast demand. Over the longer-term, the City proposes to extend Runway 15 by 1,000 feet to the north for a total length at 7,001 feet. Residential development exists to the south of the airport making it impractical to extend the runway in that direction. The increase to 7,001 feet will provide adequate length for business jet operations. Business jet activity is anticipated to increase significantly due to proximity to the Sacramento area. A new 3,350-foot-long parallel runway is proposed to increase the capacity of the airport. This parallel runway would serve as a reliever runway for smaller aircraft diverted from Runway 15, thus providing additional capacity for the longer runway. It is also anticipated that because of the increase in aircraft operations and the varied mix of aircraft types, a new Air Traffic Control Tower will be required. Forecast demand will also require additional hangers and a second fueling facility. Lastly, the Airport Layout Plan identifies an area on the west side of the runway that would be reserved for additional corporate hanger facilities, a jet center, and commercial development once the east side becomes fully developed. Development of the west side is currently anticipated beyond the 20-year span of the Airport Layout Plan; however, this could be advanced depending upon economic conditions.

Lincoln Regional Airport is currently surrounded by rural agricultural and suburban development. The airport is located within the Pacific Flyway. The Airport Layout Plan identified wildlife hazard issues that may require further review. Because standing water occurs during the winter and spring both on airport property and surrounding areas, migrating birds from the Pacific Flyway are attracted. There is also a significant resident bird population in surrounding agricultural fields, which forage and cross the airport. As such, the ALUCP update will identify the potential effects on safety compatibility and appropriate mitigation strategies, including new wildlife hazard policies.

Public Notice/Public Outreach

ALUC review requires notice be provided to the public ten days prior to the hearing. A public hearing notice was published in the Lincoln Messenger on August 13, 2020. Notice was also posted on PCTPA's website and emailed to stakeholders and mailed to property owners within 300 feet of the airport boundary.

Placer County Airport Land Use Commission
LINCOLN REGIONAL AIRPORT LAYOUT PLAN AND
NARRATIVE REPORT CONSISTENCY DETERMINATION
August 2020
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DISCUSSION

The consistency determination of the Lincoln Regional Airport Layout Plan Update and Narrative Report with the Placer County Airport Land Use Compatibility Plan focuses on plan components that are associated with aircraft operations and that have off-airport impact implications. Attention focuses on the following ALUCP Policy 3.8.1 criteria.

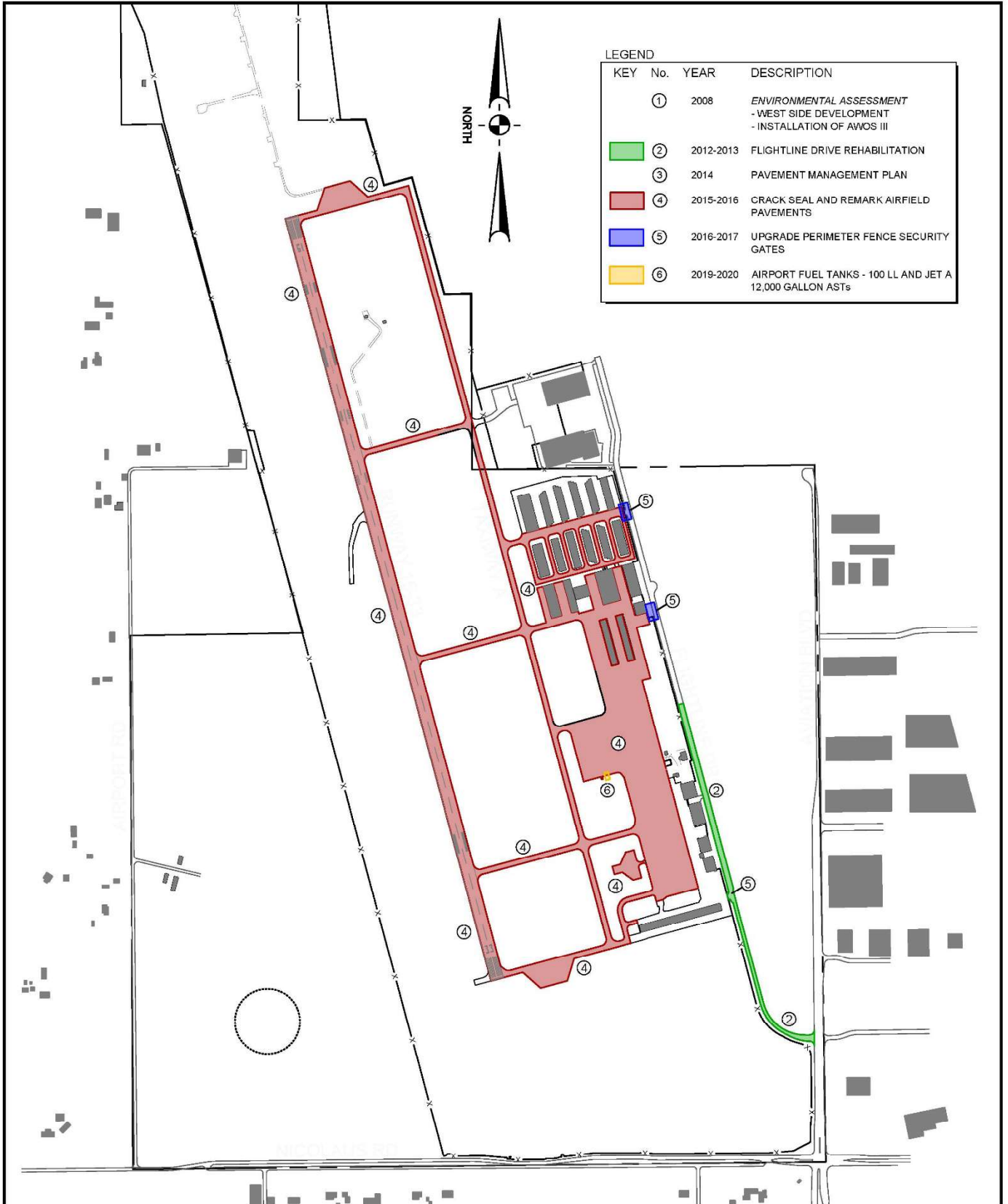
- (a) Proposals for facilities or procedures not assumed herein, specifically:
 - (1) Construction of a new runway or helicopter takeoff and landing area.
 - (2) Change in the length, width, or landing threshold location of an existing runway.
 - (3) Establishment of an instrument approach procedure that changes the approach capabilities at a runway end.
 - (4) Modification of the flight tracks associated with existing visual or instrument operations procedures.
- (b) Proposed changes in the role or character of use of the airport.
- (c) New activity forecasts that are:
 - (1) significantly higher than those used in developing the respective *Airport* noise contours presented in the ALUCP; or
 - (2) assume a higher proportion of larger or noisier aircraft.

The ALUCP consistency evaluation is provided in Attachment 4. Lincoln's 2007 Airport Master Plan provides a vision of how the ultimate development potential of the airport could be realized. The Airport Layout Plan and Narrative Report serve as a key planning tool required to implement the Master Plan vision. Generally, when compared to the Master Plan, the Airport Layout Plan and Narrative Report is broadly similar but differs in project details and schedule. The ALUCP is based on the Airport Master Plan. The consistency evaluation concludes that the effects of the Airport Layout Plan improvements on noise, safety, airspace, and overflight criteria are similar to the Master Plan, and as such are conditionally consistent with the ALUCP.

The City's Airport Layout Plan and Narrative Report will assure that Lincoln Regional Airport remains ready to meet future regional air traffic demands and continue to make a vital contribution to the Placer County economy. Staff recommends that the Airport Layout Plan and Narrative Report be found consistent with the Placer County ALUCP subject to the condition that the ALUCP be updated to reflect the assumptions and proposals of the Lincoln Regional Airport Layout Plan and Narrative Report. The TAC concurs with the staff recommendation.

DM:LM:ML:ss

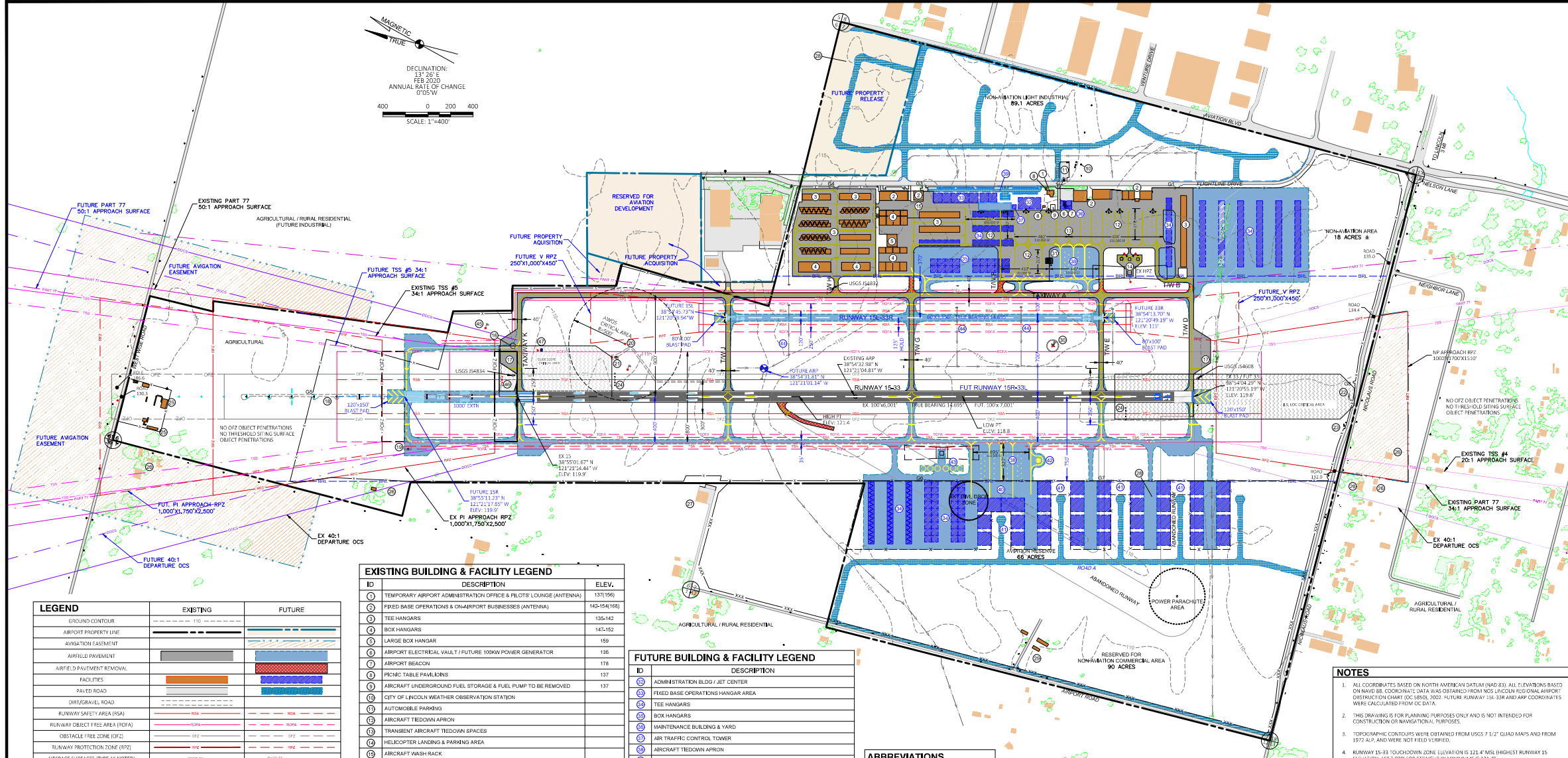
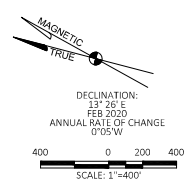
Attachment 1: Existing Facilities and Completed Projects



LEGEND

KEY	No.	YEAR	DESCRIPTION
①	2008		ENVIRONMENTAL ASSESSMENT - WEST SIDE DEVELOPMENT - INSTALLATION OF AWOS III
■	②	2012-2013	FLIGHTLINE DRIVE REHABILITATION
■	③	2014	PAVEMENT MANAGEMENT PLAN
■	④	2015-2016	CRACK SEAL AND REMARK AIRFIELD PAVEMENTS
■	⑤	2016-2017	UPGRADE PERIMETER FENCE SECURITY GATES
■	⑥	2019-2020	AIRPORT FUEL TANKS - 100 LL AND JET A 12,000 GALLON ASTs

<p>LINCOLN REGIONAL AIRPORT LINCOLN, CALIFORNIA</p>	<p>SKETCH MAP PROJECTS COMPLETED SINCE LAST ALP</p>	<p style="text-align: right;">Reinard W. Brandley CONSULTING AIRPORT ENGINEER</p> <p style="font-size: small; text-align: right;">6125 King Road, Suite 201 · Loomis, California 95650 · (916) 652-4725</p>
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LEGEND	EXISTING	FUTURE
GROUND CONTOUR	110	
AIRPORT PROPERTY LINE		
AVIGATION EASEMENT		
AIRFIELD PAVEMENT		
AIRFIELD PAVEMENT REMOVAL		
FACILITIES		
PAVED ROAD		
DIRT/GRAVEL ROAD		
RUNWAY SAFETY AREA (RSA)		
RUNWAY OBJECT FREE AREA (ROFA)		
OBSTACLE FREE ZONE (OFZ)		
RUNWAY PROTECTION ZONE (RPZ)		
AIRSPACE SURFACES (TYPE AS NOTED)		
TAXIWAY SAFETY AREA (TSA)		
TAXIWAY OBJECT FREE AREA (TOFA)		
35' BUILDING RESTRICTION LINE		
6' CHAINLINK FENCE, GATE IDENTIFICATION	G2	X
5' BARBED WIRE FENCE	XXX	
RUNWAY THRESHOLD LIGHT		
AIRPORT REFERENCE POINT		
SECTION CORNER		
FLOODLIGHT, UTILITY POLE, STREET LIGHT		
OBSTRUCTION LIGHT		
WIND CONE		
DRAINAGE SWALE		
TOP OF STRUCTURE ELEVATION	185	
AIRPORT CONTROL STATION	PRIMARY SECONDARY	

EXISTING BUILDING & FACILITY LEGEND		
ID	DESCRIPTION	ELEV.
1	TEMPORARY AIRPORT ADMINISTRATION OFFICE & PILOTS' LOUNGE (ANTENNA)	137(156)
2	FIXED BASE OPERATIONS & ON-AIRPORT BUSINESSES (ANTENNA)	142-154(168)
3	TEE HANGARS	135-142
4	BOX HANGARS	147-152
5	LARGE BOX HANGAR	159
6	AIRPORT ELECTRICAL VAULT / FUTURE 100KW POWER GENERATOR	136
7	AIRPORT BEACON	178
8	PICNIC TABLE PAVILIONS	137
9	AIRCRAFT UNDERGROUND FUEL STORAGE & FUEL PUMP TO BE REMOVED	137
10	CITY OF LINCOLN WEATHER OBSERVATION STATION	
11	AUTOMOBILE PARKING	
12	AIRCRAFT TIEDOWN APRON	
13	TRANSIENT AIRCRAFT TIEDOWN SPACES	
14	HELICOPTER LANDING & PARKING AREA	
15	AIRCRAFT TIEDOWN APRON	
16	AIRCRAFT WASH RACK	
17	AIRCRAFT COMPASS CALIBRATION AREA	
18	AIRCRAFT HOLDING BAY / RUN-UP PAD	
19	MEDIUM INTENSITY AIRPORT LIGHTING SYSTEM - WITH RUNWAY ALIGNMENT INDICATOR LIGHTS (MALSR)	
20	MALS/R ELECTRICAL VAULT	
21	AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)	
22	ILS GLIDE SLOPE ANTENNA	
23	ILS LOCALIZER ANTENNA	
24	ILS ELECTRICAL VAULT AND DME ANTENNA	
25	4 LIGHT PAPI	
26	POKE MAINTENANCE & STORAGE YARD	
27	RESIDENTIAL BUILDING, AGRICULTURAL SHEDS	
28	OFF-AIRPORT UNOCCUPIED BUILDING	
29	CITY OF LINCOLN WATER WELL	
30	ABANDONED STRUCTURES (TO BE DEMOLISHED)	
31	SEGMENTED CIRCLE AND WINDCONE	
32	ABOVEGROUND FUEL STORAGE & FUEL SERVICE STATION	130

FUTURE BUILDING & FACILITY LEGEND	
ID	DESCRIPTION
33	ADMINISTRATION BLDG / JET CENTER
34	FIXED BASE OPERATIONS HANGAR AREA
35	TEE HANGARS
36	BOX HANGARS
37	MAINTENANCE BUILDING & YARD
38	AIR TRAFFIC CONTROL TOWER
39	AIRCRAFT TIEDOWN APRON
40	AUTOMOBILE PARKING
41	JET CENTER
42	AVIATION BUSINESSES
43	WEST FUEL ISLAND
44	WEST HELICOPTER LANDING & PARKING AREA
45	UNDERGROUND CULVERT
46	RELOCATED WIND CONE
47	RELOCATED PAPI
48	RELOCATED GLIDE SLOPE ANTENNA AND EQUIPMENT SHELTER

ABBREVIATIONS	
EX	EXISTING
FUT	FUTURE
V	VISUAL
PI	PRECISION INSTRUMENT
OCIS	OBSTACLE CLEARANCE SURFACE
TSS	TRESHOLD SITING SURFACE
EXTN	EXTENSION
HPZ	HELICOPTER PROTECTION ZONE

AIRPORT CONTROL					
PID	Description	NAD 83 Position	Latitude	Longitude	NAVD 88 Elevation - Ft.
JS4808	PACGS - Primary Airport Control Station - Runway 33	38° 54' 03.81137" N	121° 20' 56.03642" W		118.80
JS4832	SACS - Secondary Airport Control Station - Taxiway A	38° 54' 37.32772" N	121° 20' 53.87700" W		120.2
JS4834	SACS - Secondary Airport Control Station - Runway 15	38° 58' 02.38925" N	121° 21' 12.835140" W		118.6

FAA APPROVAL

FAA DISCLAIMER
THE CONTENTS DO NOT NECESSARILY REFLECT THE OPINIONS, VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT PROJECTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE FEDERAL LAWS.

- NOTES**
- ALL COORDINATES BASED ON NORTH AMERICAN DATUM (NAD 83). ALL ELEVATIONS BASED ON NAVD 88. COORDINATE DATA WAS OBTAINED FROM NGS LINCOLN REGIONAL AIRPORT OBSTRUCTION CHART (0253800, 0202). FUTURE RUNWAY 15R-33R AND APP APPROACHES WERE CALCULATED FROM OCS DATA.
 - THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION OR NAVIGATIONAL PURPOSES.
 - TOPOGRAPHIC CONTOURS WERE OBTAINED FROM USGS 7 1/2" QUAD MAPS AND FROM 1972 A.P. AND WERE NOT FIELD VERIFIED.
 - RUNWAY 15-33 TOUCHDOWN ZONE ELEVATION IS 121.4' MSL. HIGHEST RUNWAY 15 ELEVATION, 151.3,000' FOR STRAIGHT IN MINIMUMS IS 121.4'.
 - FUTURE RUNWAY END ELEVATIONS ARE ESTIMATED.
 - EXISTING HELICOPTER PROTECTION ZONE (HPZ): 100'X280'X128'. 8:1 APPROACH FUTURE HELICOPTER PROTECTION ZONE: 100'X280'X128'. 8:1 APPROACH
 - AT LOCATION OF EXISTING BUILDING RESTRICTION LINE (BRL) ANY OBJECT 35 FT HIGHER THAN ADJACENT RUNWAY CENTERLINE ELEVATION PENETRATES 7:1 TRANSITIONAL SURFACE.
 - SINGLE WHEEL RUNWAY STRENGTH OBTAINED FROM 1993 EDR. DUAL WHEEL RUNWAY STRENGTH DETERMINED THROUGH CALCULATION.
 - WIND DATA FROM AWOS ON SITE 2010 TO 2016. ONLY "ALL WEATHER" WIND INFORMATION IS PRESENTED. "VMCA/MCARE" DIFFERENTIATION INFORMATION IS NOT AVAILABLE.
 - MAGNETIC DECLINATION FROM NOAA AT WWW.NGCD.NOAA.GOV/GEOMAG
 - EXISTING PERIMETER CHAINLINK FENCE IS LOCATED ON AIRPORT PROPERTY LINE.
 - RUNWAY LIGHTING & VISUAL AIDS - PILOT ACTIVATED.
 - THE PROPOSED RUNWAY 15R EXTENSION PROJECT SHOWN IS FOR LONG TERM PLANNING PURPOSES ONLY. THIS PROPOSED PROJECT SHALL NOT BE UNDERTAKEN WITHOUT PRIOR NEPA ENVIRONMENTAL PROCESS AND FAA APPROVAL.
 - SHOWING OPERATION AND LANDING ZONE AREA WILL BE RELOCATED TO POWER PARACHUTE AREA WHEN THE FUTURE WEST SIDE DEVELOPMENT BEGINS.



APPROVED: _____ DATE: _____
CITY OF LINCOLN

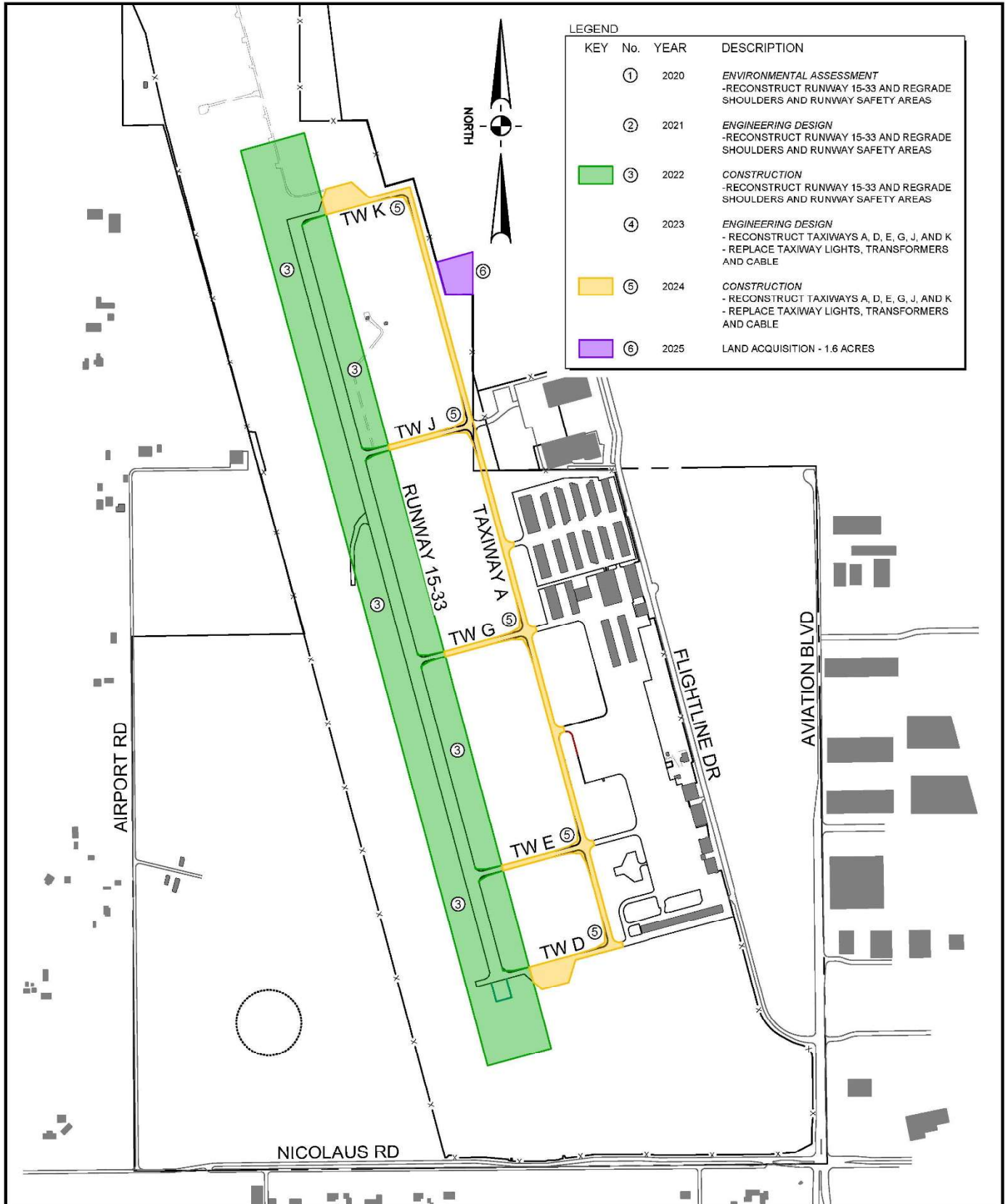


Reinard W. Brandley
CONSULTING AIRPORT ENGINEER
6125 King Road, Suite 201 • Loomis, California 95650 • (916) 652-4725

LINCOLN REGIONAL AIRPORT
AIRPORT LAYOUT PLAN

NO.	REVISIONS	BY	APR	DATE	DATE
					JUNE 1, 2020
					1"=300'
					DRAWN TAB CHECKED RWB
					FILE LHMLP18.02ALP
					SHEET No.
					2 OF 12

Attachment 3: ALP Development Phasing



LEGEND

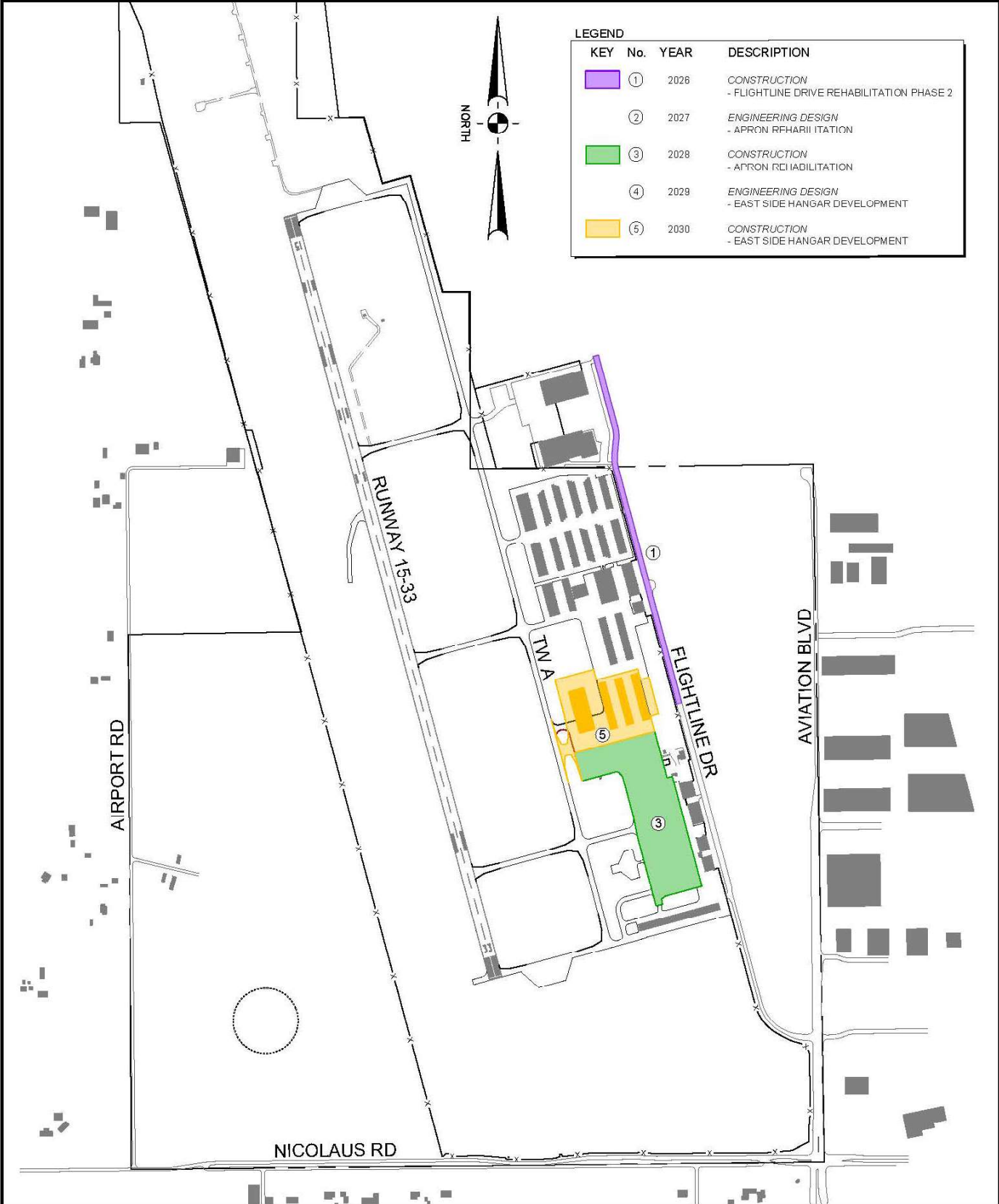
KEY	No.	YEAR	DESCRIPTION
①	2020	ENVIRONMENTAL ASSESSMENT -RECONSTRUCT RUNWAY 15-33 AND REGRADE SHOULDERS AND RUNWAY SAFETY AREAS	
②	2021	ENGINEERING DESIGN -RECONSTRUCT RUNWAY 15-33 AND REGRADE SHOULDERS AND RUNWAY SAFETY AREAS	
③	2022	CONSTRUCTION -RECONSTRUCT RUNWAY 15-33 AND REGRADE SHOULDERS AND RUNWAY SAFETY AREAS	
④	2023	ENGINEERING DESIGN - RECONSTRUCT TAXIWAYS A, D, E, G, J, AND K - REPLACE TAXIWAY LIGHTS, TRANSFORMERS AND CABLE	
⑤	2024	CONSTRUCTION - RECONSTRUCT TAXIWAYS A, D, E, G, J, AND K - REPLACE TAXIWAY LIGHTS, TRANSFORMERS AND CABLE	
⑥	2025	LAND ACQUISITION - 1.6 ACRES	

LINCOLN REGIONAL AIRPORT
LINCOLN, CALIFORNIA

SKETCH MAP
SHORT TERM
0 TO 5 YEARS

Reinard W. Brandley
CONSULTING AIRPORT ENGINEER

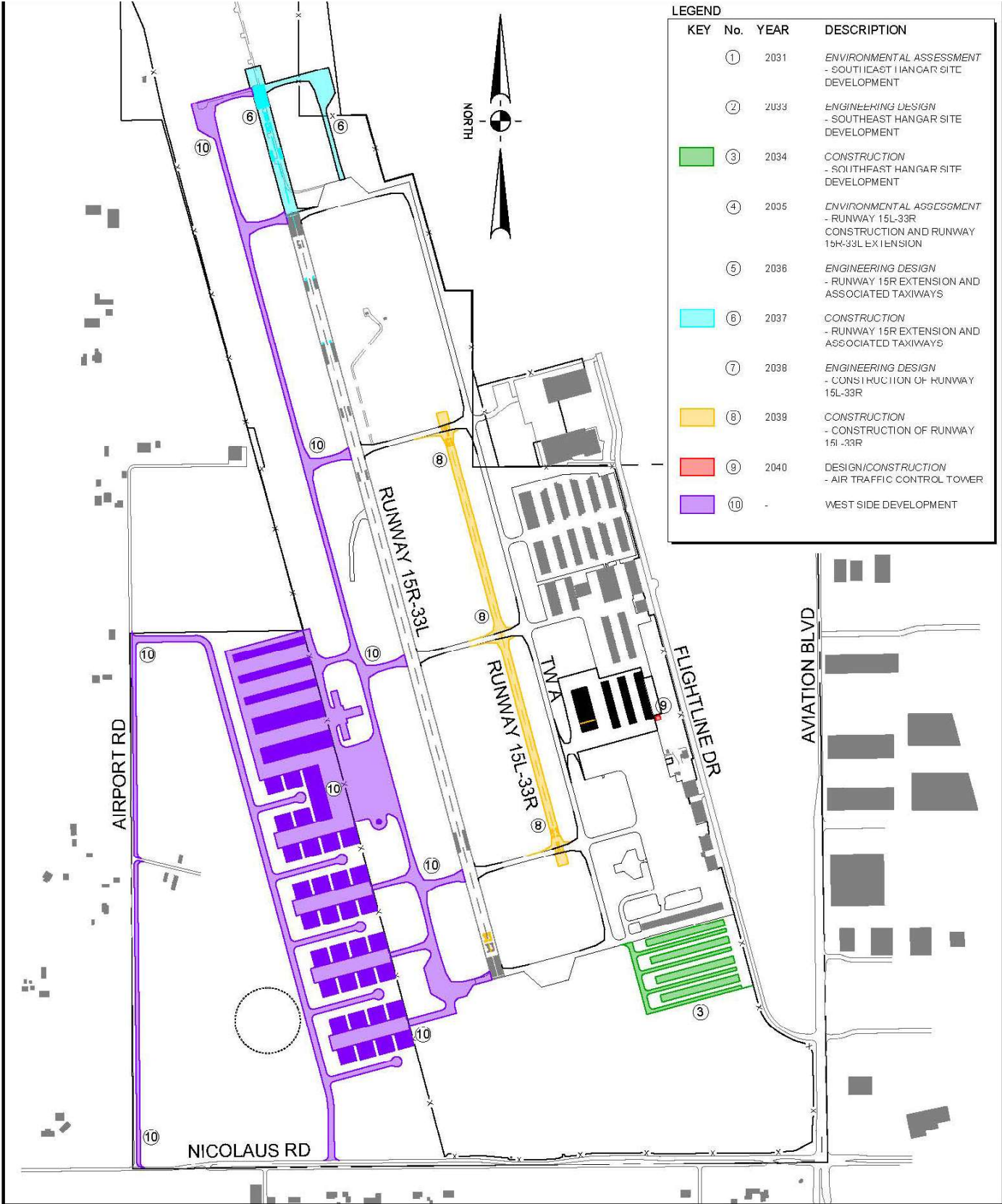
8125 King Road, Suite 201 • Loomis, California 95650 • (916) 652-4725



LEGEND

KEY	No.	YEAR	DESCRIPTION
	①	2026	CONSTRUCTION - FLIGHTLINE DRIVE REHABILITATION PHASE 2
	②	2027	ENGINEERING DESIGN - APRON REHABILITATION
	③	2028	CONSTRUCTION - APRON REHABILITATION
	④	2029	ENGINEERING DESIGN - EAST SIDE HANGAR DEVELOPMENT
	⑤	2030	CONSTRUCTION - EAST SIDE HANGAR DEVELOPMENT

<p>LINCOLN REGIONAL AIRPORT LINCOLN, CALIFORNIA</p>	<p>SKETCH MAP MID TERM 6 TO 10 YEARS</p>	<p>Reinard W. Brandley CONSULTING AIRPORT ENGINEER</p> <p>6125 King Road, Suite 201 • Loomis, California 95650 • (916) 652-4725</p>
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KEY	No.	YEAR	DESCRIPTION
①	2031		ENVIRONMENTAL ASSESSMENT - SOUTHEAST HANGAR SITE DEVELOPMENT
②	2033		ENGINEERING DESIGN - SOUTHEAST HANGAR SITE DEVELOPMENT
③	2034		CONSTRUCTION - SOUTHEAST HANGAR SITE DEVELOPMENT
④	2035		ENVIRONMENTAL ASSESSMENT - RUNWAY 15L-33R CONSTRUCTION AND RUNWAY 15R-33L EXTENSION
⑤	2036		ENGINEERING DESIGN - RUNWAY 15R EXTENSION AND ASSOCIATED TAXIWAYS
⑥	2037		CONSTRUCTION - RUNWAY 15R EXTENSION AND ASSOCIATED TAXIWAYS
⑦	2038		ENGINEERING DESIGN - CONSTRUCTION OF RUNWAY 15L-33R
⑧	2039		CONSTRUCTION - CONSTRUCTION OF RUNWAY 15L-33R
⑨	2040		DESIGN/CONSTRUCTION - AIR TRAFFIC CONTROL TOWER
⑩	-		WEST SIDE DEVELOPMENT

<p>LINCOLN REGIONAL AIRPORT LINCOLN, CALIFORNIA</p>	<p>SKETCH MAP LONG TERM 11 TO 20 YEARS</p>	<p>Reinard W. Brandley CONSULTING AIRPORT ENGINEER</p> <p><small>6125 King Road, Suite 201 • Loomis, California 95650 • (916) 652-4725</small></p>
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Table 1

**LINCOLN REGIONAL AIRPORT LAYOUT PLAN
PROPOSED DEVELOPMENT SCHEDULE**

Project Description	Action
<i>Short-Term Development - 0 to 5 Years</i>	
Reconstruct Runway 15-33, Regrade Shoulders and Runway Safety Areas	Environmental, Design, and Construction
Reconstruct Taxiways A, D, E, G, J, and K	Environmental, Design, and Construction
Land Acquisition	Acquire a 1.6-acre parcel of land immediately east of Taxiway A to improve access.
<i>Mid-Term Development - 6 to 10 Years</i>	
Flightline Drive Rehabilitation Phase 2	Environmental, Design, and Construction
Apron Pavement Rehabilitation	Environmental, Design, and Construction
East Side Hangar Development	Environmental, Design, and Construction
<i>Long-Term Development - 11 to 20 Years</i>	
Southeast Hangar Site Development, Grade, Drain, & Pave Taxi lanes	Environmental, Design, and Construction
Runway 15R Extension 1,000 feet to the north and Associated Taxiways	Environmental, Design, and Construction
Runway 15L-33R 3,350 Parallel Runway	Environmental, Design, and Construction
Air Traffic Control Tower	Construct a new Air Traffic Control Tower
West Side Development - Aircraft Parking Apron, West Side Service Road and Taxiway System	Environmental, Design, and Construction

Source: LINCOLN REGIONAL AIRPORT / KARL HARDER FIELD AIRPORT LAYOUT PLAN UPDATE NARRATIVE REPORT, prepared by Reinard W. Brandley Consulting Airport Engineer, June 1, 2020.



TO: PCTPA Board of Directors **DATE:** August 26, 2020
FROM: Kathleen Hanley, Associate Planner
SUBJECT: **2020 UNMET TRANSIT NEEDS PROCESS AND SCHEDULE**

ACTION REQUESTED

None. For information only.

BACKGROUND

The Unmet Transit Needs (UTN) process is one of the key responsibilities for Regional Transportation Planning Agencies (RTPAs) such as PCTPA. The Transportation Development Act (TDA) provides two funding sources for transportation: Local Transportation Funds (LTF) and State Transit Assistance (STA). TDA stipulates that PCTPA must conduct an annual public outreach process to determine whether there are any unmet transit needs that are reasonable to meet in Placer County prior to making LTF allocations not directly related to public transit.

DISCUSSION

PCTPA goes above and beyond the TDA's basic outreach requirements to obtain input on the availability of transit services in Placer County. Given the COVID-19 pandemic restrictions and the success of online outreach last year, the 2020 UTN outreach process will be entirely virtual. A public hearing will be held remotely at the October 28, 2020 PCTPA Board of Directors meeting and staff will honor any requests from groups to present at remote meetings. In addition, staff will utilize email newsletters, social media, and stakeholder partnership to solicit input on unmet transit needs in an online survey.

The online survey will be open from September 1, 2020 to October 31, 2020 and will be available at pctpa.net/utn. Individuals are also welcome to share input through email, over the phone, and via letters in the mail (see attached flyer for details). All testimony, regardless of source, will be documented and analyzed based on the Board's adopted definitions of "unmet transit need" and "reasonable to meet". That analysis will be reviewed by the PCTPA Social Services Transportation Advisory Council (SSTAC), the Transit Operators Working Group (TOWG), and the Technical Advisory Committee (TAC) with recommendations for findings provided to the Board in February 2021.

KH:LM:ML:ss



UTN

Annual Unmet Transit Needs Report

TAKE THE ONLINE SURVEY

www.pctpa.net/utn

ATTEND THE PUBLIC HEARING

Wednesday October 28th

Due to the COVID-19 pandemic, the public hearing may be conducted via teleconference. Visit pctpa.net for updates.

IS PUBLIC TRANSIT MEETING YOUR NEEDS?

Placer County Transportation Planning Agency (PCTPA) wants to hear from you about how public transit can best serve the Placer County region. As part of the annual Unmet Transit Needs Process, PCTPA is conducting surveys and seeking community feedback throughout September and October. If you have an idea to improve local transit service, let us know!



SEND US AN EMAIL

khanley@pctpa.net

Contact: Kathleen Hanley

GIVE US A CALL

530-823-4029

Leave your name, number, and unmet transit need

MAIL US A LETTER

PCTPA, Attn: UTN

299 Nevada Street
Auburn CA, 95603



MEMORANDUM

TO: PCLTA Board of Directors

DATE: August 26, 2020

FROM: Mike Luken, Executive Director

**SUBJECT: REVENUE PROJECTIONS, OVERALL WORK PROGRAM
AMENDMENT PROCESS AND 2022 FUNDING STRATEGY
RESOURCES**

ACTION REQUESTED

Approve the process contained in this report for proceeding with revenue projections, the first amendment to the Overall Work Program (OWP) and the allocating of resources for the 2022 Funding Strategy outreach program.

BACKGROUND

On June 20, 2020, staff, FM3 and FSB Public Affairs, presented polling results to the Board at the meeting. Polling results at 61% did not dictate moving forward with a 2020 South County Transportation Sales Tax Measure which was negatively impacted by the gas tax, the COVID-19 crisis, and the economy. The Board directed staff to focus on 2022 as a potential election for a future sales tax measure.

DISCUSSION

Staff previously retained the firm HDL to analyze prior sales tax projections for the funding strategy, and HDL's services were included in the FY 2020/21 OWP for help with Local Transportation Funding (LTF) and eventually a 2022 Transportation Sales Tax Measure. HDL also works for Placer County, Rocklin and Lincoln. Additionally, they work closely with MuniServices, the firm utilized for sales tax projections by the City of Roseville. The FY 2020/21 OWP was prepared with an assumed 20% reduction in LTF as forecast by HDL and several other sources. Through the 1st Quarter of 2020, those projections appear to be on-track with the adopted 20% LTF reduction. Staff recommends that HDL present the Board with second quarter data and updated projections at the September meeting. This will guide the Board and the staff with the first amendment process of the OWP which typically occurs each October. PCTPA member jurisdictions are having similar sales tax projections prepared with their fall revisions to their respective budgets.

OWP First Amendment – October 2020

The 2nd Quarter LTF and sales tax data for the County will provide critical information for any revisions needed for the OWP. Online sales greatly lessened the impact of reduction from other reductions in affected business sectors statewide and in Placer County. The continued extent of the positive impact from online sales and the degree of further declines is not known. Sales tax deferrals implemented by the State have also resulted in skewing of payments to local agencies with some months being lower and the next month being higher than pre-COVID levels. An informative video produced by HDL on June 2020 statewide sales tax collections can be found at this link: <https://bit.ly/3anepYM>.

PCLTA Board of Directors
REVENUE PROJECTIONS, OVERALL WORK PROGRAM AMENDMENT PROCESS
AND 2022 FUNDING STRATEGY RESOURCES
August 26,2020
Page 2

2020 Funding Strategy for a South County Transportation Sales Tax Measure

The Board has stated that a successful transportation sales tax measure to provide matching funds for transportation improvements for the largest part of the County is PCTPA's top priority. Accordingly, PCTPA spent considerable resources in FY 2018/19, FY 2019/20 and FY 2020/21 of approximately \$2 million to implement an outreach plan as approved in those years OWP's by the Board. The results of that effort were very productive but could not overcome the gas tax, COVID-19 crisis, and the downturn in the economy.

It is not prudent to start a 2022 funding outreach program until traffic congestion begins to return. Although traffic is increasing steadily, congestion will not return until major employers inside and outside the County return to work, which is likely not before January 2021. Staff and the FSB Consultant Team are designing a 2022 funding outreach program focused upon a very small effort before January and a full restart in January. This timing is by no means guaranteed but is the only approach which would result in a successful outreach effort for a 2022 election date. Should traffic and the economy not improve in January, a modified approach would be brought back to the Board.

The prior level of resources available for 2020 simply are not available for 2022. Staff will have to be very innovative in its approach, capitalizing upon reduced resources and already planned outreach such as updating the traffic model, other existing member jurisdiction efforts and other PCTPA projects. Even with an innovative grass roots approach, PCTPA cannot alone fund what is likely a reduced \$1.6 million 2-year outreach plan without special funding. Staff has requested that the four South County jurisdictions which would receive funding from a successful South County Transportation Sales Tax Measure, financially assist PCTPA by dedicating a portion of their LTF for this purpose. With the PCTPA Board's concurrence, each of the City Managers and the County CEO will recommend their respective legislative bodies approve the concept of setting aside a combined total of \$400,000 per year of LTF or other local funds for FY 2020/21 and FY 2021/22. That current plan is for PCTPA to fund half of the resources needed and the other half to come from the 2-year LTF set aside by the four jurisdictions. In the event early polling indicates expansion of the South County District to a Countywide measure as requested by the Board, an LTF request would be made for the remainder of the County. The ability to fund this endeavor will be impacted by existing County LTF data and projections as well. Staff has reviewed this approach for concurrence with our current LTF Auditing Firm, Richardson and Company.

Staff therefore recommends that the Board discuss a September presentation of revenue projections and proceed to implement the amendment to the OWP. The OWP Amendment would include working with the City Managers and County CEO to finalize resources for a 2022 Transportation Sales Tax effort.

ML:ss

TO: PCTPA Board of Directors

DATE: August 26, 2020

FROM: Mike Luken, Executive Director

SUBJECT: CONTINUATION OF BOARD MEETINGS VIA VIDEO TELECONFERENCE

ACTION REQUESTED

The Board continue to meet via video teleconference through the end of the 2020 calendar year.

BACKGROUND

The Board has been meeting via video teleconference since March 2020 to comply with the State requirements for meetings of local jurisdictions during the COVID-19 crisis. City Councils and the Board of Supervisors have moved back to in-person meetings with elected officials and a limited amount of top executive staff. All public testimony of those bodies continues to be done electronically except for the City of Rocklin which has moved their meetings to the Rocklin Event Center.

DISCUSSION

Unlike the City Councils and the Board of Supervisors, the PCTPA Board is comprised of nine (9) members. All the chambers of every entity in the County were designed for seating five (5) elected/appointed officials. Staff met with the Chair and Vice Chair via Zoom prior to the August meeting and it was determined that the PCTPA Board was not ready for in-person meetings due to its size but that a discussion would be conducted with the full board on this matter.

Staff has investigated alternative meeting locations such as the Placer County Planning Commission Chambers at the Community Development Resource Center. Even in that larger space, the nine member PCTPA Board could not be assured six feet of separation required by State COVID-19 guidelines without an odd seating configuration not conducive to a public meeting. PCTPA could incur some additional costs of additional set-up by County audio-visual staff. Meeting at a large event venue could be an added expense.

PCTPA has received praise for the way it conducts its meetings via video teleconference. The meetings have gone smoothly even with tough topics such as the funding strategy and an ALUC appeal. Public input may have even been enhanced as persons can easily participate via video teleconference instead of the many hours it takes to travel to Auburn and participate in a meeting. Participants seem to be getting better at using the technology for video conferencing compared to when our meetings first started online.

At this point, the Governor's Executive Order N-29-20 for Brown Act compliance and public meetings during the COVID-19 crisis does not appear to be changing. It does not appear that things will change from a regulatory standpoint until after the first of the year. The SACOG Board has also decided to meet electronically until January. Therefore, staff recommends that video teleconferencing be utilized until at least the January 2021 meeting.

ML:ss



**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
PLACER COUNTY AIRPORT LAND USE COMMISSION
WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY
PLACER COUNTY LOCAL TRANSPORTATION AUTHORITY**

Technical Advisory Committee Meeting Minutes

August 11, 2020 – 3:00 pm

ATTENDANCE

Technical Advisory Committee (TAC)

Mengil Deane, City of Auburn
Chris Ciardella, City of Auburn
Fallon Cox, Caltrans
Araceli Cazarez, City of Lincoln
Brit Snipes, Town of Loomis
Justin Nartker, City of Rocklin
Mike Dour, City of Roseville
Elizabeth Haydu, City of Roseville
Jake Hanson, City of Roseville
Jason Shykowski, City of Roseville
Amber Conboy, Placer County
Will Garner, Placer County
Katie Jackson, Placer County

Staff

Kathleen Hanley
Aaron Hoyt
Mike Luken
Luke McNeel-Caird
Solvi Sabol

This meeting was conducted via video conference call.

PCTPA Budget and Transportation Sales Tax Process Update

Mike Luken said that at this month's Board meeting, we will be explaining the process for developing the Overall Work Program (OWP) – Amendment #1 and updating the Board on the resources available for a 2022 sales tax effort. During the sales tax process, we retained HDL to provide sales tax projections. The FY 2020/21 OWP budget was based on a 20% decrease in LTF based on the HDL sales tax forecast. At the September Board meeting, HDL will provide the Board with an in-depth presentation on the sales tax forecast for the 2nd quarter of 2020 which will help us plan for the Overall Work Program – Amendment #1. A critical component of this year's OWP is the sales tax measure. Mike explained that we spent upwards of \$2 million dollars for the 2020 transportation sales tax measure and because of the COVID-19 pandemic, we did not get the polling numbers needed to move forward. We have been working with our consultant team on a path forward. Any outreach effort would not occur until January 2021 when traffic returns. Mike said that PCTPA is going to budget \$400,000 in resources in FY 2020/21 and \$400,000 in FY 2021/22. In addition, Mike has been working with the City Managers group, to add an additional \$400,000 per year for the next two years from LTF from the jurisdictions in the South County District.

FY 2019/20 Status Update for Local Transportation Fund (LTF) and State Transit Assistance (STA)

Aaron Hoyt provided the status of the FY 2019/20 LTF comparing by month fiscal years FY 2018/19 and FY 2019/20. Aaron explained that in March, we saw a 26% decrease in revenue from the prior year however as businesses started to open in April, this gap may have closed to a 12% in the first quarter decline over the prior year. May reported a 21% increase from the previous year, Aaron explained this could be due to businesses paying their deferred tax payments or the CDTFA releasing funds previously withheld and future months may not sustain these levels. Aaron stated that STA receipts for FY 2018/19 compared to FY 2019/20 were more stable noting that the fourth quarter payment will not arrive until the end of August. Aaron added that the shortfall for both the LTF and STA funds after the August payment will be carried over to the FY 2020/21 final estimate next month. Aaron said we will provide an LTF update to the Board in September where, working with HDL, we will likely have a better picture on the sales tax outlook. The State Controller's Office released the revised FY 20/21 estimate for STA on August 1 and we will present the final apportionment to the Board in September. Aaron added that we have been able to pay out all claims except for two which are forthcoming. With respect to the additional \$400,000 in planning and outreach funds that we will be asking for from the South Placer jurisdictions, Mike explained that the jurisdictions would submit a claim to us and after they received their allocation, we would invoice them. The TAC had no comments.

FY 2020/21 Final Allocation for State of Good Repair (SGR)

Aaron presented the FY 2020/21 Final Allocation for SGR explaining that the County's share is \$536,546. These funds are to be used toward transit maintenance, rehabilitation, and capital projects. The Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis will reallocate their proportional share to Placer County as they contract with them for transit services. The FY 2020/21 Final Allocation for SGR will be going to the Board for approval this month. The TAC concurred.

Unmet Transit Needs (UTN) Schedule – 2020

Kathleen Hanley said that we will be taking the UTN schedule to the Board as an informational item this month. She explained that last year we did one in-person meeting in Tahoe to take public input however this year we will likely not have any in-person meetings due to COVID-19. We had great success with online outreach last year and will continue this process for 2020. She noted that the online survey will be available from September 1st to October 31 with the official public hearing at the October PCTPA board meeting. Kathleen added that unless otherwise requested, we will not be participating in any jurisdiction commission meetings.

Airport Land Use Commission (ALUC) Consistency Determination: City of Lincoln Airport Layout Plan and Narrative Report

Mike Luken explained that the City of Lincoln is planning and adjusting future capital improvements at their airport. The ALUC will be conducting a public hearing this month to determine the consistency of their layout plan which outlines these improvements. Staff is recommending that the Commission determine it is consistent with the Airport Land Use Commission Plan (ALUCP) subject to an updated of the Placer County Comprehensive Airport Land Use Plan. The TAC concurred.

PCTPA FY 2020 CARES Act Federal Transit Administration (FTA) Section 5311 Program of Projects (POP): \$1,013,089

Mike Luken explained that these funds are used for transit in the rural areas. Placer County Transit and Auburn Transit are the two operators that are eligible and receive 5311 funds based on formula in Placer County. Will Garner noted that Placer's share will be split between Placer County Transit and Tahoe Area Regional Transit. Staff will be bringing the POP to our Board for approval this month. The TAC concurred.

Caltrans Report from Planning Sta

Fallon Cox, Planning Liaison for Nevada and Placer County, reported the following:

- District 3 has begun development of a District-wide Complete Streets plan. The District is currently wrapping up the Data Consolidation Phase, and will begin preparing the Existing Conditions report soon. District 3 Complete Streets Coordinator Amber Moran has received GIS Data from PCTPA and SACOG for this effort.
- To guide plan development, an internal multifunctional and multidisciplinary working group has been established. In addition, an external stakeholder group including local partners and multimodal advocacy groups will be established to obtain input and help guide the plan development and priorities. We will begin putting this group together as we are preparing the Existing Conditions Report.
- Data Consolidation is a 1-2-month process and the development of the existing conditions report is a 2-3-month process.

Mike Dour added that the City of Roseville would like to reinitiate the Taylor Road Park-n-Ride lot discussion with Caltrans.

Other Issues/Upcoming Deadlines

- a) Highway 49 Safety Audit: Mike Luken said that Caltrans is in the process of evaluating the safety aspects of Highway 49 and will be conducting a virtual meeting. Included in the audit will be two roundabouts projects and the Highway 49 Sidewalk Gap Closure project.
- b) In Person Board Meetings: Mike reported that the Board will be discussing the in-person versus virtual Board meetings at this month's meeting. He said that due to the size our Board, staff is recommending we conduct virtual meeting until January 2021.
- c) PCTPA Citizen Representative: Dan Wilkins, Public Works Director, and Interim Town Manager, was recently appointed as PCTPA's Citizen Representative.

PCTPA Board Meeting: Wednesday, August 26, 2020

Next TAC Meeting: Tuesday, September 8, 2020 - 3:00 pm

The TAC meeting concluded at approximately 3:40 pm.

LM:ss

TO: PCTPA Board of Directors

DATE: August 26, 2020

**FROM: David Melko, Senior Transportation Planner
Kathleen Hanley, Associate Planner**

SUBJECT: STATUS REPORT

1. Freeway Service Patrol (FSP)

FY 2019/20 combined 3rd and 4th Quarter statistical summary for Placer FSP is attached. For the 3rd and 4th Quarters there were 1,137 total assists and 32 survey comments submitted. All motorists rated the service as “excellent.”. Staff released an RFP for a new operator on August 8, 2020 and a new contract for a recommended firm will be brought to the Board for consideration in the early fall.

2. Quarterly Status Report on Regionally Significant Projects

The attached Quarterly Status Report summarizes currently programmed projects in Placer County that are regionally significant and/or funded with state and federal funds. The report provides project descriptions, project costs, and key schedule information. To keep the Board apprised of regionally significant transportation projects in Placer County, staff will provide this report once per quarter.

3. Placer-Sacramento Action Plan Status Update

The Placer-Sacramento Action Plan (Action Plan) is a two-year planning effort to prioritize projects identified in the Placer-Sacramento Gateway Plan (Gateway Plan) for competitive state funding. The plan is funded by a Caltrans Sustainable Communities Planning Grant. Lead by PCTPA, Sacramento Area Council of Governments (SACOG), Caltrans District 3, and the Capital Corridor Joint Powers Authority (CCJPA), the Action Plan began in May with the selection of Mark Thomas as the lead consultant.

The first task of the plan is to winnow down the list of 150 projects along the Interstate 80 and Highway 65 corridors. Working with staff from each jurisdiction along the corridor, the consultant team has evaluated each project by project development status (i.e. whether the project is in planning, environmental approval, or design), by local priority, and by consistency with funding program (i.e. whether the project accomplishes the goals of the Solutions for Congested Corridors Program). Using this analysis, 31 projects have been identified as high priorities, including projects from every jurisdiction. This initial priority list was reviewed and approved by the Project Development Team (PDT) at their July 30th meeting. Moving forward, this list will be further refined by performing more detailed traffic analysis on these 31 projects to determine which projects best accomplish the goals of the Gateway Plan and are most competitive for statewide funding programs. Innovative public outreach, including virtual reality simulations of priority projects, will also be utilized to further refine priorities.

LM:ML:ss

PCTPA FSP 3rd and 4th Quarters (2019/20) Statistical Summary

Total Assists = 1137

Vehicle Type	Percent	Count	Vehicle Origin	Percent	Count	Was the driver courteous and helpful?	Percent	Count
Car/Minivan/Wagon	58.7%	626	Found by You	67.7%	770	Yes, very	100.0%	36
Sport Utility Vehicle/Crossover	17.3%	185	Dispatched by CHP	14.7%	167			
Pickup Truck	15.5%	165	Partner Assist	15.9%	181	How did FSP know you needed help?	Percent	Count
Other	2.8%	30	Directed by CHP Officer	1.3%	15	Driver saw me	75.0%	27
Truck - Over 1 Ton	1.4%	15	Revisit	0.4%	4	Others	25.0%	9
Big Rig	1.6%	17						
Motorcycle	1.0%	11	Vehicle Action	Percent	Count	How would you rate this service?	Percent	Count
RV/Motorhome	0.9%	10	Towed to Drop Zone	12.1%	137	Excellent	100.0%	36
Truck - Under 1 Ton	0.8%	8	Traffic Control	25.9%	294			
Blank	6.6%	70	Tagged Vehicle	5.3%	60	How did you hear about FSP?	Percent	Count
			Quick Fix / Repair	21.3%	242	Helped previously by FSP	2.8%	1
Vehicle Problem	Percent	Count	Called for Private Assistance	4.8%	54	Hadn't heard until today	69.4%	25
Accident	25.2%	286	None - Not Needed	9.8%	111	Have see trucks driving around	19.4%	7
Mechanical	17.4%	198	None - Motorist Refused Service	3.0%	34			
Flat Tire	24.6%	280	Debris Removal	4.9%	56	How long did you wait before FSP arrived?	Percent	Count
Abandoned	5.5%	63	Escort Off Freeway	3.6%	41	Less than 5	38.9%	14
Out of Gas	5.1%	58	Towed Off Freeway	6.2%	70	5 - 10 minutes	33.3%	12
Driver Related	6.5%	74	Other	1.5%	17	10 - 15 minutes	8.3%	3
Overheated	3.1%	35	Provided Transportation	0.7%	8	15 - 20 minutes	13.9%	5
Debris	2.9%	33	Partner Assist	1.1%	13	20 - 30 minutes	2.8%	1
Other	1.0%	11				30 - 45 minutes	2.8%	1
Unsecured Load	2.4%	27	Vehicle Location	Percent	Count			
None - Not Needed	4.8%	54	Right Shoulder	78.1%	833	Total Comments		32
Electrical	0.8%	9	Left Shoulder	7.7%	82			
Car Fire	0.4%	4	In Freeway Lane(s)	6.8%	72	Other Metrics		
Partner Assist	0.3%	3	Ramp/Connector	7.5%	80	Average Duration (Minutes)		9.3
Locked Out	0.2%	2	Unable to Locate	0.0%	0	Overtime Assists		27
			Blank	6.6%	70	Overtime Blocks		44
Source: http://www.sacfsp.com/admin						Multi-Vehicle Assist		217

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
August 2020**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20516	Upgrade Pedestrian Facilities at Various Locations	In Yuba, Sacramento, Placer, and El Dorado counties on Various Routes at Various Locations: Upgrade pedestrian facilities. [CTIPS ID 107-0000-0974] [Total Project Cost \$3,482,000 in FY 17/18]. Toll Credits for ENG, ROW, CON	SHOPP - Mandates AC	\$3,482,000	2019	2016	2018	2018
Caltrans D3	CAL20521	I-80 Culvert Rehabilitation	In and near Colfax on I-80, from 0.3 mile south of Weimar overhead to 0.3 mile south of Illinoistown overcrossing - Rehabilitate culvert (PM 28.5/31.5) [EFIS ID 0300020597; CTIPS ID 107-0000-0959]. Toll Credits for ENG, ROW, CON	SHOPP Roadway Pres AC	\$2,115,000	2019	2016	2018	2018
Caltrans D3	CAL20541	SR 49 Pavement Rehab	In Auburn, SR 49, from 0.1 mile south of Routes 49/80 separation to 0.1 mile north of Dry Creek Road - Rehabilitate Pavement (PM 3.1/7.5) [CTIPS ID 107-0000-0992] [EFIS ID 0300020616]. Toll Credits for ENG, ROW, CON	RSTP/STBG, SHOPP Roadway Pres AC	\$40,255,000	2021	2018	2018	2019
Caltrans D3	CAL20695	Yol/Pla/Sac Ramp Meters at Various Locations	In Yolo, Placer and Sacramento Counties, on I-80, SR 65 and SR 99, at various locations (I-80-2.4/R11.3 used in CTIPS) - Install ramp meters [CTIPS ID 107-0000-1008]. Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$9,035,000	2019	2018	2018	2018
Caltrans D3	CAL20708	I-80 Fiber Optics at Various Locations	In and near the cities of Sacramento and Citrus Heights, I-80, from east of the Yolo County Line to the Placer County Line (PM M0.1/18.0); also in Placer County in the City of Roseville, I-80, from the Sacramento County Line to east of the Sacramento County Line (PM 0.0/0.7) - Install fiber optic communication lines [CTIPS ID 107-0000-1044]. Toll Credits for ENG	SHOPP Mobility AC	\$16,750,000	2021	2018	2018	2020
Caltrans D3	CAL20713	District 3 AVC Upgrades	In various counties, on various routes at various locations within Caltrans District 3: Repair and install permanent Automatic Vehicle Classification (AVC) truck data collection stations.. Toll Credits for ENG	SHOPP Mobility AC	\$13,570,000	2021	2018	2018	2019
Caltrans D3	CAL20719	I-80 Bridge Rehab	In Placer County on I-80 at various locations (PM 46.3/R63.5): Replace bridges at four locations (#19-0112, #19-0113, #19-0114, #19-0118). [CTIPS ID 107-0000-1033]	SHOPP Bridge AC	\$53,235,000	2025	2019	2019	2020
Caltrans D3	CAL20720	I-80 Culvert Rehab	Near Weimar, I-80, from west of Applegate Road to west of Weimar Cross Road (PM 25.9/28.5) - Drainage system rehabilitation [CTIPS ID 107-0000-1032]. Toll Credits for ENG	SHOPP Roadway Pres AC	\$4,540,000	2020	2018	2018	2019
Caltrans D3	CAL20721	I-80 Colfax Culvert Rehabilitation	In and near Colfax, I-80, from west of Illinoistown Overcrossing to east of Cape Horn Undercrossing (PM 31.5/36.9) - Drainage system rehabilitation [CTIPS ID 107-0000-1034]. Toll Credits for ENG	SHOPP Roadway Pres AC	\$4,730,000	2021	2018	2018	2020

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
August 2020**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20722	District 3 LED Upgrades	In various counties on various routes at various locations within District 3 (listed under PLA-80-Var in 2018 SHOPP) - Upgrade Extinguishable Message Signs (EMS) to LED [CTIPS ID 107-0000-1035]. Toll Credits for ENG	SHOPP Mobility AC	\$2,565,000	2021	2017	2017	2020
Caltrans D3	CAL20728	SR 49 Realignment	In Auburn on SR 49, from 0.2 miles south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue (PM 2.2/2.4): Realign roadway and construct roundabout. [CTIPS ID 107-0000-1063]	SHOPP Collision AC	\$8,919,000	2021	2018	2019	2020
Caltrans D3	CAL20729	SR 65 Galleria Blvd/Stanford Ranch Road Ramp Meter	On SR 65 in Roseville at Galleria Blvd/Stanford Ranch Road (PM R5.9): Install ramp meter. The 80/65 Interchange Phase 1 project (0H26U) combines SR 65 Galleria Blvd/Stanford Ranch Road Ramp Meter (0F352/CAL20729), 80/65 Aux Lane (0H260), and SR 65 NB Ramps at Galleria/Stanford Ranch (0H560) for construction.. Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$4,903,000	2020	2017	2017	2017
Caltrans D3	CAL20730	US 50/I-80/SR 99 High Friction Surface Treatment	In Sacramento and Placer Counties, on Routes 50, 80 and 99 at various locations - Improve pavement friction and wet weather conditions [CTIPS 107-0000-1066]. Toll Credits for ENG, ROW, CON	SHOPP Collision AC	\$1,710,000	2019	2018	2018	2018
Caltrans D3	CAL20756	SR 89 Slope Mesh Drapery	In Placer County, on SR 89, from 0.2 mile south of Goose Meadows Campground to 0.5 mile south of Montreal Road (PM 17.2/18.3): Place slope mesh drapery (201.150 SHOPP Roadway Protective Betterments 18/19 FY Minor A)	CT Minor Pgm. - National Hwy System	\$1,317,000	2020			2019
Caltrans D3	CAL20758	Loop Detectors	In various counties on various routes at various locations within District 3: Repair or replace damaged inductive loop vehicle detection elements. The Repair Loop Detectors and Field Elements (2H57U) combines Pla/Sac/Yol Repair Field Elements project (2H700/CAL20760) and Loop Detectors project (2H570/CAL20758) for construction.	SHOPP Mobility AC	\$1,629,000	2020	2018	2018	2019
Caltrans D3	CAL20760	Pla/Sac/Yol Repair Field Elements	In Placer, Sacramento and Yolo Counties on I-5, I-80, SR 99 and SR 113 at various locations: Replace obsolete Microwave Vehicle Detection System (MVDS) elements. The Repair Loop Detectors and Field Elements (2H57U) combines Pla/Sac/Yol Repair Field Elements project (2H700/CAL20760) and Loop Detectors project (2H570/CAL20758) for construction.	SHOPP Mobility AC	\$2,344,000	2020	2018	2018	2019
Caltrans D3	CAL20767	D3 Habitat Mitigation at Various Locations	In Sutter, Glenn, Colusa, Yuba, Placer, Yolo and Sacramento counties at various locations: Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive species.	SHOPP - Roadside Preservation (SHOPP AC)	\$1,510,000	2021	2018	2019	2019

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
August 2020**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20768	Coon Creek Conservation Ranch Habitat Mitigation (SR 65)	Near Lincoln, on McCourtney Road between Riosa Road and Kilaga Springs Road at the Coon Creek Conservation (C4) Ranch (PM R19.5): Advance mitigation construction (4 acres) for future SHOPP projects expected to impact wetland, riparian and to other waters.	SHOPP - Roadside Preservation (SHOPP AC)	\$2,639,000	2030	2018	2020	2020
Caltrans D3	CAL20770	I-80 Near Magra Rehab Drainage Systems	On I-80 near Magra, from Secret Town Overcrossing to the Gold Run Safety Roadside Rest Area (PM 38.3/41.5): Rehabilitate drainage systems.	SHOPP Roadway Pres AC	\$5,386,000	2022	2018	2020	2021
Caltrans D3	CAL20778	Safety Improvements in Various Counties, Routes and Locations	In Sacramento, Yolo, Placer and Glenn Counties on Routes 5, 16, 45, 49, 50, 65, 80, 99, 113 and 174 at various locations - Install traffic operations elements such as queue warning systems, flashing beacons and lighting, and modify existing signals to new standards [CTIPS Identifier Sac-Var; CTIPS ID 107-0000-1149]	SHOPP Collision AC	\$4,115,000	2020	2018	2018	2019
Caltrans D3	CAL20780	D3 Crash Cushion and Sand Barrel Upgrades	In Sacramento, Butte, Placer, Sutter, Nevada, and Yolo Counties, on US 50, SR 65, SR 70, I-80, SR 89, SR 99, SR 160 at various locations: Upgrade crash cushions and sand barrel arrays to make more durable.	SHOPP Collision AC	\$2,750,000	2022	2019	2020	2021
Caltrans D3	CAL20783	Placer County MBGR Upgrade	In and near various cities, at various locations, from 0.3 mile west of Douglas Blvd. to 0.2 mile east of Hampshire Rocks Undercrossing (PM 1.6/R66.5) - Upgrade guardrail to current standards [CTIPS ID 107-0000-1126]	SHOPP Collision AC	\$3,750,000	2022	2019	2019	2021
Caltrans D3	CAL20798	Colfax Roundabout - Maidu Village FCO	In Colfax, at the I-80 westbound onramps and offramps to SR 174 (PM 33.0/33.1) - Install roundabout; Financial Contribution Only (FCO to City of Colfax) (201.310 SHOPP Operational Improvements 18/19 FY Minor A)	CT Minor Pgm. - National Hwy System	\$1,250,000	2020			2019
Caltrans D3	CAL20799	Roseville Ramp Meter Repair	In Roseville, on eastbound I-80 at Auburn Boulevard (PM 0.4), Atlantic Street (PM 3.0) and Taylor Road (PM 3.2) onramps; also in the City of Rocklin, on westbound I-80 at Sierra College Boulevard onramps (PM 7.2/7.5) - Reconstruct five (5) existing non-operational ramp meters (201.315 SHOPP Transportation Management Systems 18/19 FY Minor A)	CT Minor Pgm. - National Hwy System	\$810,000	2020			2019
Caltrans D3	CAL20806	Kingvale to Soda Springs Shoulder Repair	Near Soda Springs, from east of South Yuba River Bridge to the Nevada County line (PM R62.9/69.7); also in Nevada County from Placer County line to east of Soda Springs Overcrossing (PM 0.0/R3.0): Install concrete gutter to repair shoulder damage at various locations. (Permanent Restoration 201.131 project)	SHOPP - Emergency Response (SHOPP AC)	\$10,890,000	2021	2019	2019	2020

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
August 2020**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cos	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20844	Blue Canyon Truck Climbing Lane (G13 Contingency)	On I-80 in Placer County near Applegate from east of Crother Road OC to east of Weimar OH (PM R26.5/28.8); also near Magra from PM 39.5 to 41.3; also near Emigrant Gap from PM 53.0 to 54.7: Rehabilitate roadway, construct truck climbing lanes in EB direction, widen shoulders, replace or widen structures, upgrade median barrier and Transportation Management System (TMS) elements. (G13 Contingency)	Local, SHOPP Roadway Pres AC	\$113,500,000	2026	2021	2022	2025
Caltrans D3	CAL20845	Monte Vista Truck Climbing Lane	On I-80 in Placer County near Gold Run from west of Monte Vista OC to east of Drum Forebay OC (PM 42.7/49.3R): Rehabilitate roadway, construct truck climbing lane, replace or widen structures, upgrade median concrete barrier, sign panels, Transportation Management Systems (TMS) elements and rehabilitate drainage systems.	Local, SHOPP Roadway Pres AC	\$76,860,000	2025	2021	2022	2023
Caltrans D3	CAL21227	SR 49 Safety Improvements	In Placer County near Auburn from 0.3 mile south of Lorensen Road/Florence Lane to 0.3 mile north of Lone Star Road [PM R8.7/R10.6]: Construct concrete median barrier and two roundabouts. [CTIPS ID 107-0000-1222]	SHOPP Collision AC	\$26,340,000	2024	2020	2021	2022
Caltrans D3	CAL21277	SR 65/I-5/SR 51/SR 174 High Friction Surface Treatment	In Placer, Sacramento, and Nevada Counties on SR 65, I-5, SR 51, and SR 174 at various locations: Apply High Friction Surface Treatment (HFST) and Open Grade Asphalt Concrete (OGAC) at various ramp locations. [CTIPS ID 107-0000-1211]	SHOPP Collision AC	\$3,145,000	2021	2019	2020	2020
Caltrans D3	CAL21278	SR 65 South Ingram Slough Slide Repair	On SR 65 in Lincoln at South Ingram Slough Bridge (PM R13.0/R13.1): Permanent restoration to repair slopes and abutment erosion damage by placing Rock Slope Protection (RSP) and other erosion control measures.	SHOPP - Emergency Response (SHOPP AC)	\$1,725,000	2021	2019	2020	2020
Caltrans D3	CAL21342	Colfax Acceleration Lane	In Placer County on I-80 in the City of Colfax at the westbound on-ramp from SR 174 [PM 32.7/33.0]: Construct acceleration lane. (FY 19/20 Minor A)	CT Minor SHOPP AC	\$2,210,000	2020			2020
Caltrans D3	CAL21344	SR 28 Repair Drainage Infrastructure	In Placer County on the north side of SR 28 from Chipmunk Street to Beaver Street [PM 10.2]: Install storm drain. (FY 19-20 Minor A)		\$0	2020			
Caltrans D3	CAL21354	I-80 Rock Retention Fencing	In Placer County on I-80 near Emigrant Gap, from 0.8 mile east to 2.1 miles east of Carpenter Flat UC, at two locations (PM R56.9L/R58.2L): Restore the structural integrity of storm damaged rockfall retention systems by replacing posts and base plates, and installing new ground anchors.	SHOPP - Emergency Response (SHOPP AC)	\$3,150,000	2022	2020	2021	2022
Caltrans D3	CAL21368	SAC/PLA/BUT High Friction Surface Treatments	In Sacramento, Placer, and Butte Counties, on Routes 50, 51, 80, and 99 at various locations: Apply High Friction Surface Treatment (HFST) and Open Graded Asphalt Concrete (OGAC) at various ramp locations.	SHOPP Collision AC	\$3,945,000	2021	2020	2021	2021

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Caltrans D3	PLA25647	I-80 Atlantic/Eureka W/B On-ramp Widening	On I-80 in Roseville at the Atlantic Street/Eureka Road westbound on-ramp (PM 2.8): Install ramp meters and widen ramp for storage capacity. [CTIPS ID 107-0000-1031]	Local, SHOPP Mobility AC	\$11,150,000	2022	2016	2018	2020
Caltrans HQ	CAL20754	FTA 5310 - City of Roseville Mobility Management Program	Transit Ambassador and Mobility Training programs. Assist new transit and paratransit/demand response transportation riders that are seniors and persons with disabilities in Placer County, as well as the South Placer County "One Stop" Call Center that distributes transit and paratransit/demand response transportation information and handles reservations/transfers for paratransit/demand response transportation users in Placer County. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.. Toll Credits for CON	FTA 5310	\$135,000	2021			2017
Caltrans HQ	CAL21357	FTA 5310 Pride Industries vehicle replacement	Replace two medium, 12 ambulatory passenger, two wheelchair position buses and 13 large 16 ambulatory passenger two wheelchair position buses. All buses will be gasoline powered buses. These vehicles will be used to transport Pride clients who are seniors and those with disabilities. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.	FTA 5310	\$1,209,000	2022			2020
Caltrans HQ	PLA25830	FTA 5310 City of Roseville Mobility Management Program	Mobility Training program to assist new transit and Paratransit/demand response transportation riders that are seniors and persons with disabilities in south Placer County. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.	FTA 5310	\$96,000	2022			2020
Capitol Corridor JPA	CAL18320	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad Yard track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	CAPTRAD, IIP - Public Transportation Account, Local, Prop 1A High Speed Rail	\$83,535,000	2021	2011	2017	2017

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Capitol Corridor JPA	VAR56199	Sacramento to Roseville Third Main Track - Phase 2	On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.	Local	\$224,000,000	2025	2023		2025
City of Auburn	PLA25353	Auburn Multi Modal Station - Rail Platform Extension	At the existing Auburn Multi Modal Station: Obtain right-of-way and install rail platform extension . (Emission Benefits in kg/day: 0.93 ROG, 1.18 NOx, 0.43 PM10)	CMAQ, Local	\$1,416,480	2020	2011	2020	2020
City of Auburn	PLA25471	Nevada Street Pedestrian & Bicycle Facilities	In Auburn, along Nevada St from Placer St to Fulweiler Ave: Class 2 bike lane and adjacent sidewalks to allow for continuous pedestrian and bicycle access from Old Town Auburn to the Auburn Station and EV Cain Middle School. (Emission reductions in kg/day: ROG 0.03, NOx 0.02)	ATP (Fed), CMAQ, Local, Prop 1B PTMISEA	\$6,013,000	2021	2013		2016
City of Auburn	PLA25704	Non-Urbanized Transit Operations	In Auburn and a portion of non-urbanized Placer County: Ongoing operation of transit. (See PLA25547 for prior years.)	FTA 5311, Local	\$2,700,222	2024			2019
City of Colfax	PLA25674	Rising Sun Road Pavement Resurfacing Project	In Colfax: Rising Sun Road from Ben Taylor Road to W. Grass Valley Street; Resurface up to 1,400-feet including engineering design, base repairs, mill and fill of road (up to 35,000-sf); and construction management and inspection.	Local, RSTP/STBG, RSTP/STBG Exch	\$224,998	2019	2018		2018
City of Colfax	PLA25676	S. Auburn St. & I-80 Roundabout	In Colfax: At the intersection of S. Auburn St. and Westbound Interstate 80 on/off-ramps; construct a four-leg, one-lane roundabout. (Emission benefits in kg/day: ROG 0.05, NOx 0.05, PM2.5 0.01). Toll Credits for ENG	CMAQ, CT Minor SHOPP AC, HIP, Local	\$3,696,000	2019	2018		2019
City of Lincoln	PLA25540	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2-lane bridge with a 3-lane bridge. (Not capacity increasing. The bridge widening extends a channelized right turn lane, but does not provide a new through lane.)	HBP, Local	\$13,521,200	2024	2013	2022	2025
City of Lincoln	PLA25645	Lincoln Boulevard Streetscape Improvements Project Phase 3	Lincoln Boulevard for a half mile and sections of First Street, Third Street, Fifth Street, Sixth Street and Seventh Street: construct streetscape improvements, including improved sidewalks and 0.3 miles of NEV/Bike Lanes. (Emission Benefits in kg/day: 0.08 ROG, 0.05 NOx, 0.02 PM2.5, 0.02 PM10) (Toll credits for PE & CON). Toll Credits for ENG, CON	CMAQ	\$3,856,228	2023	2016		2023

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City of Lincoln	PLA25646	Street Resurfacing	On 1st (First) Street between O Street and K Street: Rehabilitate and resurface roadway. Various drainage, ADA, and striping improvements will also be constructed as part of the project. (Toll credits for CON). Toll Credits for CON	RSTP/STBG	\$2,331,954	2020			2019
City of Lincoln	PLA25652	McBean Park Drive Widening Over Auburn Ravine	From East Ave. to Ferrari Ranch Rd.: Replace 2-lane bridge with a 3-lane bridge, including the McBean Park Bridge at Auburn Ravine.		\$0	2024			
City of Lincoln	PLA25662	Crosswalk Safety Enhancements	At various locations in Lincoln: Install crosswalk enhancements at unsignalized locations. (H8-03-008)	HSIP, Local	\$285,000	2019			2017
City of Lincoln	PLA25668	Joiner Parkway Repaving Project Phase 2	In Lincoln; from Moore Road to a point between 1st and 3rd Streets on Joiner Parkway. Project will consist of AC overlay, slurry seal, base repairs, ADA ramps and striping.	Local, RSTP/STBG	\$1,561,654	2022	2018		2022
City of Lincoln	PLA25677	Lincoln Blvd Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street.	Local	\$1,566,000	2024	2022		2022
City of Lincoln	PLA25687	East Joiner Parkway Overcrossing	In Lincoln: Widen East Joiner Parkway overcrossing from 4 to 6 lanes from Ferrari Ranch Road to Sterling Parkway	Local	\$10,000,000	2025	2023		2023
City of Lincoln	PLA25688	East Joiner Parkway Widening Phase 1	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Rocklin City Limits	Local	\$10,300,000	2021	2018		2018
City of Lincoln	PLA25689	East Joiner Parkway Widening Phase 2	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Del Webb Blvd north.	Local	\$8,992,396	2024	2023		2023
City of Lincoln	PLA25838	1st Street Resurfacing Ph2	The project consists of rehabilitation of the existing roadway surface. Various ADA and drainage improvements will be constructed with the project. There may be some replacement of utilities; to be determined as design progresses. The project limits are on 1st Street from mid-block between K and L Street to H Street.	Local, RSTP/STBG	\$1,925,858	2023	2023	2023	2023

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City of Rocklin	PLA25551	2018 Pavement Rehabilitation-Variou Streets	In the City of Rocklin; Lonetree Blvd., from City Limit with Roseville to Sunset Blvd; Blue Oaks Blvd. from City Limit with Roseville to Sunset Blvd; Sunset Blvd. from Fairway Drive to SR-65; West Oaks Blvd. from Lonetree Blvd. to Stanford Ranch Rd.; Stanford Ranch Rd. from City Limit with Roseville to Sunset Blvd; Park Drive from City Limit with Roseville to Sunset Blvd: Rehabilitate roads. (NEPA covers both this and PLA25678.). Toll Credits for CON	RSTP/STBG	\$2,375,463	2019			2019
City of Rocklin	PLA25566	Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program, various locations in City of Rocklin. See Caltrans Local Assistance HBP web site for backup list of bridges.	HBP, Local	\$572,058	2019	2015		2015
City of Rocklin	PLA25635	Pacific St at Rocklin Road Roundabout	At Rocklin Rd/Pacific St., replace existing traffic signal intersection with a two lane roundabout.. Toll Credits for ENG, ROW, CON	CMAQ, Local	\$5,682,637	2020	2016	2021	2021
City of Rocklin	PLA25678	Pavement Rehabilitation - Various Roads	In the City of Rocklin, Wildcat Blvd., from City Limits with Lincoln to W. Stanford Ranch Rd.; Park Dr., from Sunset Blvd. to Crest Dr.; Sierra College Blvd. from Rocklin Rd. to Southside Ranch Rd.; Sierra College Blvd., from Clover Valley Road to North Clover Valley Road: Rehabilitate roads. NEPA covered by PLA25551 (STPL-5095-025).. Toll Credits for ENG	Local, RSTP/STBG	\$1,900,463	2023	2020		2023
City of Roseville	PLA15100	Baseline Road	In Roseville, Baseline Road from Fiddymt Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 4 lanes.	Local	\$7,852,055	2020	2018	2019	2020
City of Roseville	PLA15660	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymt Road: widen from 3 to 4 lanes.	Local	\$6,106,889	2022	2019	2020	2021
City of Roseville	PLA15760	Pleasant Grove Blvd. Widening	In Roseville, Pleasant Grove Blvd., from Foothills Blvd. to Woodcreek Oaks Blvd.: Widen from 4 to 6 lanes.	Local	\$4,200,000	2025	2021	2022	2023
City of Roseville	PLA15850	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	Local	\$2,500,000	2024	2021	2021	2022
City of Roseville	PLA19910	Dry Creek Greenway Trail, Phase 1	In Roseville, along Dry Creek, Cirby Creek and Linda Creek, construct class 1 bike trail from Riverside Avenue/Darling Way to Rocky Ridge Drive.	ATP (Fed), CMAQ, Local	\$16,497,457	2023	2011	2020	2021
City of Roseville	PLA25377	Market St.	City of Roseville, Market St., from approx. 800 feet north of Baseline Road to Pleasant Grove: Extend 2 lanes.	Local	\$8,500,000	2019	2018	2019	2019
City of Roseville	PLA25378	Santucci Blvd. Extension	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd.to Blue Oaks Boulevard.	Local	\$6,500,000	2022	2019	2019	2020

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City of Roseville	PLA25386	I-80 To Royer Park Bikeway Phase 2 - Segment 3	Roseville, Harding Blvd @ Dry Creek, I-80 to Royer Park: Construct class 1 bikeway in 2 phases. Phase 1 from I-80 to Harding Blvd completed in 2004 (PLA20870). Phase 2 construction is separated into 3 segments: Segment 3 is located from Folsom Road to Lincoln Street/Royer Park. (Emission benefits in kg/day: 0.25 ROG, 0.2 NOx 0.09 PM10)	Local	\$870,909	2019	2018	2011	2018
City of Roseville	PLA25465	Downtown Pedestrian Bridge	In Roseville, improve access to Civic Center transit transfer facility by constructing transit/bicycle/pedestrian related improvements, including pedestrian bridge and Class I trail improvements. (Emission benefits in kg/day: ROG 0.18, NOx 0.11, PM2.5 0.04)	CMAQ, Local	\$4,873,000	2020	2011		2018
City of Roseville	PLA25469	Oak Street Extension of Miners Ravine Trail	In Roseville, Miners Ravine Trail, from Lincoln Street to Royer Park along the Dry Creek corridor: Extend class 1 trail, including relocation and safety upgrades to existing Ice House Bridge. From transit stop at Downtown Roseville Library to existing class 1 trail in Royer Park: provide bicycle and pedestrian improvements including replacement of Taylor Street Bridge. (Emission benefits in kg/day: ROG 0.05, NOx 0.04, PM2.5 0.01) (FTA 5307 to be used on Taylor Street bridge and bike/ped improvements leading to transit stop at library.)	ATP (Fed), Bicycle Transportation Account, CMAQ, FTA 5307 *, Local	\$7,480,077	2020	2011		2016
City of Roseville	PLA25501	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd.	Local, RSTP/STBG	\$29,300,000	2025			2022
City of Roseville	PLA25508	Oak Ridge Dr/Linda Creek Bridge Replacement	Oak Ridge Dr, over Linda Creek, 0.2 mi N of Cirby Way. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, ROW, CON	HBP, Local	\$5,578,000	2021	2011	2017	2020
City of Roseville	PLA25527	Pleasant Grove Blvd. Extension	In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of Market St to Santucci Blvd (Watt Ave).	Local	\$5,300,000	2024			2020
City of Roseville	PLA25528	Blue Oaks Blvd Extension - Phase 1	In Roseville, Extend 2 lanes of Blue Oaks Blvd from Hayden Parkway to Westbrook Dr., Including south half of a 6-lane bridge over Kaseberg Creek.	Local	\$6,000,000	2020	2019	2019	2020
City of Roseville	PLA25538	Vista Grande Arterial	In Roseville, from Fiddymnt Rd west to Westbrook Blvd, construct new 4-lane arterial.	Local	\$2,500,000	2020			2018
City of Roseville	PLA25539	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westside Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	Local	\$6,350,000	2021	2020	2020	2021
City of Roseville	PLA25570	Santucci Boulevard South	In Roseville, Santucci Boulevard South (Watt Ave.) from Baseline Road north to Vista Grande Boulevard: Construct 4-lane road.	Local	\$1,000,000	2021			2019

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City of Roseville	PLA25572	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	HBP, Local	\$1,977,500	2019	2014		2020
City of Roseville	PLA25666	Commuter Fleet Replacement	Replace 4 diesel buses with 4 zero emission battery-electric buses, and purchase 1 additional zero emission battery-electric bus to expand commuter service.	FTA 5307 - E.S., FTA 5339 - Discr., FTA 5339 - E.S., Local	\$4,232,576	2022			2019
City of Roseville	PLA25672	Roseville 2018 Arterial Resurfacing Project	In Roseville, resurfacing or rehab on the following streets: Blue Oaks (Fiddymont to Crocker Ranch), Pleasant Grove (Fiddymont to Michner) Woodcreek Oaks (Junction to Canevari), Foothills (Cirby to Denio Lp), Vernon St (Cirby to Douglas), Riverside (City Limit to Darling), Orlando (Riverside to Cirby), Cirby (Sunrise to Rocky Ridge), Folsom (Vernon to Douglas), Lincoln (Folsom to Oak), Estates Dr (All), Harding (Lead Hill to S. end), Stanford Ranch (Hwy 65 to City Limits), Roseville Pkwy (Secret Ravine to Alexandria), Eureka (Douglas to Sierra College), Douglas (Sierra Gardens to Sierra College), & Sierra College (Olympus to Secret Ravine & City Limit to Eureka Rd).. Toll Credits for CON	HIP, RSTP/STBG	\$9,173,717	2020			2020
City of Roseville	PLA25673	Washington Bl/All America City Bl Roundabout	In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON	CMAQ, Local	\$4,438,000	2021	2019		2021
City of Roseville	PLA25680	Roseville Parkway Widening	In Roseville, on Roseville Parkway, widen from 6 to 8 lanes from just east of Creekside Ridge Drive to Gibson Drive (E).	Local	\$11,200,000	2022	2019	2020	2021
City of Roseville	PLA25681	Blue Oaks Blvd Bridge Widening	In Roseville, on Blue Oaks Blvd between Washington Blvd and Foothills Boulevard, widen from 4 to 8 lanes, including Bridge over Industrial Ave./UPRR tracks.	Local	\$23,000,000	2023	2020	2021	2022
City of Roseville	PLA25682	Roseville Parkway Extension	In Roseville, extend 4-lane Roseville Parkway approx. 3,750' from Washington Blvd. to Foothills Blvd., including new 4-lane bridge over Industrial Ave./UPRR tracks	Local	\$22,500,000	2023	2020	2021	2022
City of Roseville	PLA25683	Westbrook Blvd. Extension	In Roseville, extend 4-lane Westbrook Blvd. south from existing Westbrook Blvd. to approx. 3,700' south of Pleasant Grove Blvd. (Scope included as part of PLA25483 in MTP.)	Local	\$2,000,000	2018			2018
City of Roseville	PLA25684	Westbrook Blvd. South	In Roseville, construct 4-lane Westbrook Blvd. from Baseline Rd. to approx. 1,500 north. (Scope included as part of MTP project, PLA25483)	Local	\$2,000,000	2018			2018
City of Roseville	PLA25685	Vista Grande Boulevard East	In Roseville, construct 4-lane Vista Grande Blvd. approx. 2,600' west from Fiddymont Rd. to just west of Upland Drive.	Local	\$2,800,000	2018			2018

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City of Roseville	PLA25686	Fiddymont Road Widening	In Roseville, widen Fiddymont Road (add one S/B lane & frontage impvmnts.) from 5 to 6 lanes from Pleasant Grove to Baseline Road.	Local	\$1,400,000	2018			2018
City of Roseville	PLA25702	Washington Boulevard Bikeway and Pedestrian Pathways Project	In Roseville, on Washington Blvd. between All America City Blvd. and just south of Pleasant Grove Blvd.: Construct bicycle and pedestrian improvements adjacent to roadway.	ATP (Fed), CMAQ, Local	\$5,982,000	2023			2020
City of Roseville	PLA25703	Replace 3 dial-a-ride buses	Purchase 3 replacement cutaway "dial-a-ride" diesel fuel buses consistent with the Roseville Transit fleet management plan.	FTA 5307 - E.S., Local	\$600,000	2020			2019
City of Roseville	PLA25829	Fixed Route Fleet Replacement & Minor Fleet Expansion	Replace six (6) local fixed route diesel buses with six (6) 35' low floor diesel local fixed route buses; and purchase two (2) 40' low floor diesel commuter expansion buses to provide fleet resiliency. [Distributions by Fiscal Year: FY18 \$575,887; FY19 \$937,455; FY20 \$900,000 (estimated); FY21 \$900,000 (estimated)]	FTA 5307 - E.S., Local	\$4,183,374	2022			2020
City of Roseville	PLA25833	Dry Creek Greenway Trail, Phase 2	In Roseville, along Linda Creek, construct Class I bike trail from Rocky Ridge Drive to Old Auburn Way, a distance of approximately 1.4 miles.	Local	\$5,000,000	2025	2023	2023	2024
PCTPA	PLA25413	Planning, Programming, Monitoring 2011-2018	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$1,125,000	2023			2011
PCTPA	PLA25440	I-80/SR 65 Interchange Improvements Phase 1	In Placer County: Between I-80 and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to add auxiliary lane on northbound SR 65 from I-80 westbound on-ramp to Galleria Boulevard/Stanford Ranch Road off-ramp, widen inside northbound SR 65 from 2 to 3 lanes from south of Galleria Boulevard/Stanford Ranch Road off-ramp to Pleasant Grove Boulevard off-ramp, including widening Galleria Boulevard/Stanford Ranch Road northbound off-ramp and on-ramp, and southbound on-ramp (PA&ED, PS&E, ROW, and CON to be matched with Toll Credits). SHOPP funding (EA 03-0H260) for auxiliary lane on northbound SR 65 between I-80 and Galleria Boulevard/Stanford Ranch Road. SHOPP funding (EA 03-0F352) for southbound on-ramp from Galleria Boulevard/Stanford Ranch Road.. Toll Credits for ENG, ROW, CON	DEMO HPP, Local, NCI, Prop 1B Trade Corridor, SHOPP Collision AC, SHOPP Mobility AC	\$53,283,200	2019	2010	2017	2017

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PCTPA	PLA25468	Placer County Congestion Management Program	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 7.68; NOx 6.30; PM2.5 3.53). Toll Credits for CON	CMAQ, Local	\$1,406,813	2022			2011
PCTPA	PLA25529	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane on southbound SR 65 and auxiliary lane from Pleasant Grove Blvd. to Galleria Blvd. on southbound SR 65, including widening Galleria Blvd. southbound off-ramp to two lanes (Toll credits for PA&ED)(Emission Benefits in kg/day: ROG 15.80; NOx 15.88; PM10 11.66)	CMAQ, Local	\$24,260,000	2021	2013	2021	2021
PCTPA	PLA25543	Placer County Freeway Service Patrol	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr). (Emission Benefits in kg/day: ROG 5.62; NOx 2.25; PM2.5 0.34)	CMAQ, State Cash	\$4,070,786	2025			2014
PCTPA	PLA25576	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80. Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane. (PCTPA is applying for \$26.13 m SB1 discretionary funding.). Toll Credits for ENG, ROW	2016 EARREPU, DEMO HPP, HIP, Local, NCI, RSTP/STBG	\$31,881,605	2023	2014	2020	2021
PCTPA	PLA25649	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp (including full middle structure for East Roseville Viaduct), construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65, and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.	Local	\$250,000,000	2030	2019	2026	2026
PCTPA	PLA25670	Highway 49 Sidewalk Gap Closure	Along SR 49 from I-80 to Dry Creek Road In the City of Auburn and County of Placer construct sidewalks and ADA curb ramps at various locations and implement a Safe Routes to School program at six area schools. (Non-Infrastructure component will authorize work in 2019 for \$733,000.). Toll Credits for ENG, ROW, CON	ATP (Fed), CMAQ, HIP, Local	\$17,918,313	2022	2018	2020	2019

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
August 2020**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
PCTPA	PLA25679	Planning, Programming, Monitoring 2019-2024	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$888,000	2024			2019
PCTPA	PLA25834	Operating Assistance South Placer County Transit Project	Operating assistance for new express bus service between the City of Lincoln, City of Roseville, and the Watt/I-80 Light Rail Station.	CMAQ, LCTOP, Local	\$5,400,000	2025	2022		2022
PCTPA	PLA25835	Operating assistance for Lincoln to Sacramento Commuter Service	Operating assistance for new express bus service between the City of Lincoln in Placer County to Downtown Sacramento in Sacramento County.	Local	\$600,000	2026			2023
Placer County	PLA15105	Baseline Road Widening Phase 1 (West Portion)	Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes.	Local	\$19,200,000	2020	2012	2019	2019
Placer County	PLA15270	North Antelope Road	North Antelope Road, from Sacramento County line to PFE Road: Widen from 2 lanes to 4 lanes.	Local	\$1,704,300	2030	2021	2023	2023
Placer County	PLA15390	Sierra College Boulevard Widening A	Sierra College Boulevard, from SR 193 to Loomis town limits: Widen from 2 lanes to 4 lanes.	Local	\$15,400,000	2025	2022	2024	2025
Placer County	PLA15420	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.	Local	\$13,781,700	2020	1998	1999	2014
Placer County	PLA18390	Dyer Lane Extension (Placer Creek Drive)	Dyer Lane from Baseline Road (near Brewer) to Baseline Road east of Watt Avenue: Construct 2-lane road. (Segment east of Watt has been renamed to Placer Creek Drive.)	Local	\$10,025,700	2025	2021		2023
Placer County	PLA18490	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	Local	\$13,085,000	2024	2012	2013	2017
Placer County	PLA20700	Watt Avenue Widening	Widen Watt Avenue: from Baseline Road to the Sacramento County line: Widen from 2 lanes to 4 lanes.	Local	\$14,582,700	2025	2021		2023
Placer County	PLA25044	Sunset Blvd. Widening	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 6 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 6 lanes.	Local	\$37,500,000	2025	2021	2021	2022
Placer County	PLA25170	Sunset Blvd Phase 2	Sunset Blvd, from Foothills Boulevard to Fiddymnt Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	Local	\$6,365,000	2025	2021	2021	2022
Placer County	PLA25299	Placer Parkway Phase 1	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.	Local, RSTP/STBG	\$70,000,000	2022	2013	2016	2023
Placer County	PLA25447	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF RR and AMTRAK, 0.1 miles south of 19C-62: Rehabilitate the existing bridge without adding additional lanes. (Toll credits for CON). Toll Credits for CON	HBP, Local, RSTP/STBG	\$4,675,948	2019	2010		2018

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
August 2020**

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25448	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF Railyards & AMTRAK, 0.1 miles north of 19C-61: Rehabilitate the existing bridge without adding additional lanes.. Toll Credits for CON	2016 EARREPU, HBP, Local, RSTP/STBG	\$4,792,977	2020	2010		2018
Placer County	PLA25449	Dowd Rd Bridge Replacement at Coon Creek	Dowd Rd over Coon Creek, 0.4 miles north of Wise Rd.: Replace existing 2 lane bridge with a new 2 lane bridge.. Toll Credits for ROW, CON	HBP, Local	\$10,900,000	2020	2008	2017	2020
Placer County	PLA25458	Bridge Preventive Maintenance	In various location ins Placer County, perform preventive maintenance on bridges. See Caltrans Local Assistance HBP website for locations.	HBP, Local	\$1,356,000	2020	2015		2023
Placer County	PLA25463	Baseline Road Widening Phase 2 (West Portion)	Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes.	Local	\$29,000,000	2020	2014	2016	2019
Placer County	PLA25474	Dowd Rd Bridge Replacement at Markham Ravine	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: Replace existing 2 lane structurally deficient bridge with a new 2 lane bridge.. Toll Credits for CON	HBP, Local	\$6,093,000	2019	2008	2011	2018
Placer County	PLA25475	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON	HBP	\$6,200,000	2020	2011	2019	2025
Placer County	PLA25479	16th Street / Placer Vineyards Road	16th Street / Placer Vineyards Road, from Sacramento/Placer County line to Baseline Road: Construct new 2-lane road (renamed to Placer Vineyards Road).	Local	\$7,118,300	2025	2021		2023
Placer County	PLA25505	Yankee Jim's Rd Bridge at North Fork American River	Yankee Jim's Rd over North Fork American River, 1.5 mi W of Shirttail Cyn Rd: Replace structurally deficient 1-lane bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON	HBP, Local	\$44,651,000	2023	2011	2022	2025
Placer County	PLA25506	Walerga Rd/Dry Creek Bridge Replacement	Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Replace the existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	HBP, Local	\$41,054,078	2022	2011	2016	2018
Placer County	PLA25513	Wise Rd Bridge Replacement	Wise Rd, over Doty Creek, 0.5 miles east of Garden Bar: Replace existing 1-lane functionally obsolete bridge with a new 2-lane bridge.. Toll Credits for CON	HBP, Local, RSTP/STBG	\$4,876,390	2020	2012	2015	2017
Placer County	PLA25518	Brewer Rd. Bridge Replacement	Brewer Rd., over Pleasant Grove Creek, 4.2 miles north of Baseline Rd.: Replace 2-lane bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON	HBP	\$5,272,000	2020	2012	2015	2017
Placer County	PLA25535	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	HBP, Local, RSTP/STBG	\$22,318,647	2025	2013	2022	2022
Placer County	PLA25536	Crosby Herold Rd. Bridge	Crosby Herold Rd. Over Doty Creek, 0.9 mi N of Wise Rd.: Replace an existing 1 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, ROW, CON	HBP	\$5,000,000	2020	2013	2020	2025

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
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Placer County	PLA25541	Gold Hill Rd. Bridge Replacement	Gold Hill Rd. over Auburn Ravine, 0.65 mi north of SR 193: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HBP, Local	\$6,058,248	2020	2013	2016	2018
Placer County	PLA25549	Martis Valley Trail	Complete a 10' wide paved Class I multipurpose trail connecting Northstar Village roundabout to the southerly border of Army Corps property.	CMAQ, Local	\$4,514,886	2020	2012	2018	2020
Placer County	PLA25565	Cook Riolo Road Pathway	Pedestrian Pathway along Cook Riolo Rd from existing sidewalk at Creekview Ranch Middle School North (Emission Benefits in kg/day: ROG 0.02, NOx 0.01) [Toll Credits for ROW, CON]. Toll Credits for ROW, CON	CMAQ, Local, RSTP/STBG	\$2,943,451	2018	2014	2016	2018
Placer County	PLA25568	Signage Upgrades	Various corridors throughout Placer County: Conduct a Roadway Safety Signing Audit and upgrade signs. (HSIP6-03-011) (Toll Credits for CON). Toll Credits for CON	HSIP, Local	\$2,228,914	2019			2014
Placer County	PLA25583	CNG Bus	Replace one CNG bus with one new cleaner CNG Bus for Placer County Transit. (Emissions Benefits in kg/day: NOx 0.75.)	CMAQ, Prop 1B PTMISEA	\$530,000	2019			2018
Placer County	PLA25598	SR 49 Widening A	SR 49, from Bell Road to Locksley Lane: Widen from 4 lanes to 6 lanes.	Local	8350650	2025	2022	2024	2025
Placer County	PLA25650	Safety Improvements	At 19 intersections throughout southwest Placer County: Installation of lighting, upgraded pavement markings, and flashing beacon improvements. Signal installation at Auburn Folsom Rd and Cavitt-Stallman Road (local funds). HSIP7-03-009. Toll Credits for CON	HSIP, Local, RSTP/STBG	3358057	2020			2016
Placer County	PLA25661	Haines Rd. Bridge Replacement	Haines Rd., over South Fork of Dry Creek, south of Dry Creek Rd.: Replace existing 2-lane bridge with a new 2-lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON		0	2022			
Placer County	PLA25663	Crosswalk Safety Enhancements	At various locations in Placer County: Install crosswalk enhancements to existing unprotected crosswalks. (H8-03-010). Toll Credits for CON	HSIP, Local, RSTP/STBG	1049700	2019			2017
Placer County	PLA25671	Bell Road at I-80 Roundabouts	The project will replace the existing traffic signal and all-way stop control at the Bell Road / Interstate 80 interchange with two roundabouts.. Toll Credits for ENG, ROW, CON	CMAQ, RSTP/STBG	7424177	2026	2019	2021	2024
Placer County	PLA25691	Auburn Folsom Rd Over Miners Ravine - Rehabilitate Bridge	Auburn Folsom Rd over Miners Ravine, 1.1 miles north of Douglas Blvd. Rehabilitate 2 lane bridge, remove older portion of bridge and widen to standard lanes and shoulders - no added lane capacity.	HBP, Local	2410000	2023	2023	2023	2023
Placer County	PLA25692	New Airport Rd Over Wise Canal - Rehabilitate Bridge	New Airport Rd over Wise Canal, northeast of Hwy 49. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added capacity.	HBP, Local	3449500	2023	2023	2023	2023
Placer County	PLA25693	Mt. Vernon Rd Over North Ravine - Rehabilitate Bridge	Mt. Vernon Rd over North Ravine, 2 miles west of Auburn. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added lane capacity.	HBP, Local	2393500	2023	2023	2023	2023

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
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Placer County	PLA25694	McKinney Creek Rd Over McKinney Creek - Replace Bridge	McKinney Creek Rd over McKinney Creek, 0.1 miles northwest of McKinney Rubicon SP. Replace the existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	3317500	2023	2023	2023	2023
Placer County	PLA25695	Cascade Rd Over McKinney Creek - Bridge Replacement	Cascade Rd over McKinney Creek, 0.2 miles northwest of McKinney Rubicon SP. Replace an existing 2 lane timber bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON		0	2023			
Placer County	PLA25696	Gladding Rd Over Coon Creek - Rehabilitate Bridge	Gladding Rd over Coon Creek, south of Riosa Rd. Rehab existing 1 lane bridge with a new 2 lane bridge, no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	4109500	2023	2023	2023	2023
Placer County	PLA25697	Dalby Rd Over Yankee Slough - Bridge Replacement	Dalby Rd over Yankee Slough, just west of Dowd Rd. Replace an existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	2245000	2023	2021	2025	2025
Placer County	PLA25698	Gladding Rd Over Doty Creek - Rehabilitate Bridge	Gladding Rd over Doty Creek, 0.9 miles north of Wise Rd. Rehab existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON		0	2023			
Placer County	PLA25699	Dry Creek Rd Over Rock Creek - Rehabilitate Bridge	Dry Creek Rd over Rock Creek, 0.35 miles west of Placer Hills Rd. Rehabilitation of existing 2 lane bridge, widen for standard lanes and shoulders (no added capacity).	HBP, Local	1849001	2023	2022	2025	2025
Placer County	PLA25700	Foresthill Road Hilfiker Wall Stabilization	On Foresthill Road (PM 3.65 to 4.15), approx. 1/2 mile to 1 mile northeast of Lake Clementine Road, reconstruct the roadway to stabilize settlement occurring behind a large mechanically stabilized earth retaining wall.. Toll Credits for ENG, ROW, CON	RSTP/STBG	1500000	2020	2018		2019
Placer County	PLA25725	Education Street	Education Street, from east of SR 49 to Quartz Drive: Construct 2-lane roadway and signal modifications.	Local	3835900	2024	2020		2022
Placer County	PLA25726	Richardson Drive	Richardson Drive, from Dry Creek Road to Bell Road: Construct new 2-lane road.	Local	6243200	2025	2022		2024
Placer County	PLA25778	Foresthill Rd. Safety	Foresthill Road between Old Auburn-Foresthill Road and Spring Garden Road: Install high friction surface treatment, guardrail and warning signs. (H9-03-013)	HSIP	2430900	2024			2022
Placer County	PLA25831	Transit Vehicle Purchase	Purchase of one (1) diesel bus to replace an older vehicle currently in use by Placer County Transit.. Toll Credits for CON	RSTP/STBG, Road Repair and Accountability Act of 2017	727300	2023			2020
Placer County	PLA25837	Preventive Maintenance and Operation Assistance, 2020	Operating assistance and preventive maintenance for urban transit services within Placer CountyFFY 2020 - Operating Assistance \$1,328,184FFY 2020 - Preventive Maintenance \$433,165	FTA 5307 - E.S., Local	1761349	2021			2020
Placer County Transit	PCT10509	Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized area.FY 2019: \$405,065; FY 2020: \$446,009.	FTA 5311, Local	2314300	2020			2019

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
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Placer County Transit	PCT10510	Preventive Maintenance and Operating Assistance, 2018	Operating assistance and preventive maintenance for urban transit services within Placer County.FFY 2018 - Operating Assistance \$1,293,446FFY 2018 - Preventive Maintenance \$447,238	FTA 5307 - E.S., Local	1740684	2019			2018
Placer County Transit	PCT10511	Preventive Maintenance and Operation Assistance, 2019	Operating assistance and preventive maintenance for urban transit services within Placer CountyFFY 2019 - Operating Assistance \$1,287,480FFY 2019 - Preventive Maintenance \$433,093	FTA 5307 - E.S., Local	1720573	2020			2019
Town of Loomis	PLA25579	2017 CIP Road Maintenance Project	Asphalt overlay and reconstruction repair of various streets in the Loomis Downtown Core Area covered under the Capital Improvement Program Schedule for 2017.	Local, RSTP/STBG	821886	2020			2020
Town of Loomis	PLA25644	Town Center Implementation Plan Improvements Phase 4	In Loomis: Taylor Road from Horseshoe Bar Road to King Road: construct new bike lanes and sidewalks and streetscape improvements.	CMAQ, Local	1079124	2021			2020

July 13, 2020

TO: Mike Luken, Executive Director, Placer County Transportation Planning Agency
FROM: Cherri Spriggs, Principal, FSB Public Affairs
RE: June Summary of Activities for Funding Strategy Outreach Effort

It should be noted that as "Shelter-In-Place" Directives were issued much of the outreach work turned virtual rather than in-person

This will be the final report for this contract term.

Thank you for the opportunity to work with the agency over these last 18 months. While no one could have predicted the current environment we find ourselves in due to COVID-19, we are proud of the work undertaken on behalf of the agency.

Final research numbers landing at 61 percent was not high enough to recommend proceeding with a November 2020 Election, but they are an indicator that despite severe economic volatility and uncertainty nearly 2/3 of the south Placer population is supportive of a future transportation measure. With continued education around the need to improve south Placer's transportation infrastructure and its direct impact on our local economy, a 2022 or even 2024 election is a possibility.

We look forward to continuing the discussion with the community.

Legislation – Complete

Research – Complete

- Participated in several research briefings

Stakeholder Outreach – Complete

- Held final stakeholder for this contract term on June 23, 2020

Partner Collaboration – Complete

Earned Media/Collateral Development/Paid Advertising – Complete

Op-Ed in Gold Country Media Publications (Roseville Press Tribune, Lincoln News Messenger, Placer Herald), June 9, 2020

<https://goldcountrymedia.com/news/174820/recover-placer-what-does-opening-up-placer-county-mean-for-i-80-and-highway-65/>

Account Management – Complete

- Met/Spoke with PCTPA Leadership regarding a variety of strategic developments
- Continued Implementing Draft FY 2019-2020 Plan
- Prepared monthly report

FY-2019/20 OUTREACH PLAN	ELEMENTS
July 2019	<ul style="list-style-type: none"> ● Op-Ed SB 1 Funding, John Allard ● Social Media with AIM ● Legislative Support ● Tier III & Tier IV Presentations ● Advertising ● Non-Profit Stakeholder Meeting ● Stakeholder Meeting ● Rocklin Chamber July Mixer at Quarry Park ● Roseville Galleria Table ● Expenditure Plan Booklet Production
August 2019	<ul style="list-style-type: none"> ● Op-Ed, Evacuation/Emergency Responders, Devon Bell ● Social Media Coordination with AIM ● Legislative Support ● Tier III & Tier IV Presentations ● Advertising ● Electronic Billboards ● Roseville Galleria Table ● Lincoln Chamber Executive Director's Breakfast ● Expenditure Plan Booklet Production
September 2019	<ul style="list-style-type: none"> ● Op-Ed, AB1413, Jim Holmes ● Social Media Coordination with AIM ● Legislative Support ● Advertising ● Electronic Billboards ● Tier III & Tier IV Presentations ● Rocklin Chamber Hot Chili Cool Cars ● Roseville Splash ● Roseville Chamber ● Lincoln Showcase ● Stakeholder Meeting ● Roseville Galleria Table ● Focus Group Prep ● Expenditure Plan Booklet Production
October 2019	<ul style="list-style-type: none"> ● Op-Ed, Safe Routes to School, Gayle Garbolino ● Social Media Coordination with AIM ● Legislative Support ● Focus Groups ● Tier III & Tier IV Presentations ● Stakeholder Meeting ● Loomis Eggplant Festival ● Roseville Galleria Table ● Earned Media Story Re: Transportation Needs & Funding ● Movie Theater Advertising ● Small Business Summit

FY-2019/20 OUTREACH PLAN	ELEMENTS
November 2019	<ul style="list-style-type: none"> ● Due to Op Ed Back Up Skipping November ● Activity Coordination with AIM ● Roseville Galleria Table— November 9 Nancy/Mike Canceled ● January Survey Development ● Tier III & Tier IV Presentations ● Movie Theater Advertising ● Roseville Holiday Parade ● Expenditure Plan Piece Production ● Direct Mail Piece Production ● Video Production— Emergency Study Fireman/Policeman/Ambulance
December 2019	<ul style="list-style-type: none"> ● Op Ed, Local Match & Visitor Funding, Jeff Richardson ● Activity Coordination with AIM ● Survey Finalized to Take to December 5 Board Meeting ● Stakeholder Meeting ● Tier III & Tier IV Presentations ● Movie Theater Advertising ● Roseville Galleria Table/Kiosk— December 7 Cherri/Kathleen ● Direct Mail Production ● Expenditure Plan Piece Production ● Video Production— Emergency Study Fireman/Policeman/Ambulance ● *Digital Advertising
January 2020	<ul style="list-style-type: none"> ● Survey in the Field ● Funding Strategy Town Hall Meeting @ William Jessup— January 16 ● Activity Coordination with AIM ● Tier III & Tier IV Presentations ● Direct Mail— Transportation Needs & Funding ● Movie Theater Advertising ● Digital Advertising
February 2020	<ul style="list-style-type: none"> ● Op Ed, TBD Author & Topic ● Tier III & Tier IV Presentations ● Activity Coordination with AIM ● March Survey Development ● Stakeholder Meeting ● Direct Mail Production ● Video Production— How Transportation is Funded ● *Electronic Billboards ● *Movie Theater Advertising ● *Digital Advertising
March 2020	<ul style="list-style-type: none"> ● Op-Ed, Economic Development, Sherry Conway – Bumped due to COVID 19 ● Activity Coordination with AIM ● Tier III & Tier IV Presentations - Bumped due to COVID 19

FY-2019/20 OUTREACH PLAN	ELEMENTS
	<ul style="list-style-type: none"> ● Roseville Galleria Table - <i>Bumped due to COVID 19</i> ● Stakeholder Meeting ● Survey in the Field ● Survey Results Going to PCTPA Board ● Direct Mail Piece Hits Early March After Primary ● Video Production/Finalize — How Transportation is Funded ● *Movie Theater Advertising ● *Digital Advertising ● Electronic Billboard Advertising ● Static Billboard Advertising
<p>April 2020</p>	<ul style="list-style-type: none"> ● Op-ed, Transportation Needs & Funding - <i>Bumped due to COVID 19</i> ● Tier III & Tier IV Presentations- <i>Bumped due to COVID 19</i> ● Activity Coordination with AIM ● Roseville Galleria Table- <i>Bumped due to COVID 19</i> ● Stakeholder Meeting- <i>Rescheduled due to board meetings and previous meeting held on 3/26</i> ● Digital Advertising ● Cities Vote to Place on the Ballot
<p>May 2020</p>	<ul style="list-style-type: none"> ● Op-Ed, Mike Luken on the Placer County Economic Recovery ● Cities Vote to Place on the Ballot ● PCTPA Board Decision to Proceed-<i>Bumped to June meeting</i> ● Earned Media Story Re: Decision- <i>Bumped due to rescheduling of vote</i> ● Stakeholder Meeting- <i>Scheduled for June 23</i> ● Roseville 2020- <i>Bumped due to COVID 19</i> ● Rocklin State of the City- <i>Bumped due to COVID 19</i> ● Roseville Galleria Table- <i>Bumped due to COVID 19</i> ● Activity Coordination with AIM ● *Direct Mail Production – <i>Bumped due to COVID 19; Budget did not permit</i> ● Assisted with Survey Development ● Placed Hulu/Roku Advertising ● Oversaw Creative Development for Paid Streaming Advertising
<p>June 2020</p>	<ul style="list-style-type: none"> ● PCTPA Board Decision to Proceed (Alternate Date) ● *Direct Mail Production <i>Bumped due to COVID 19; Budget did not permit</i> ● Activity Coordination with AIM ● Wrap Up Report Production

MEMORANDUM

TO: Mike Luken
FROM: AIM Consulting
DATE: July 6, 2020
RE: June Monthly Report

The following is a summary of communications and public information work performed by AIM Consulting (AIM) on behalf of Placer County Transportation Planning Agency (PCTPA) in the month of May.

AIM assisted with media relations and public information. AIM maintained, drafted, published, and promoted content for PCTPA social media to share current information about PCTPA projects, programs, and activities. AIM also launched the fourth Capitol Corridor “Meet the Riders” video biopic series on social media and through email.

Below are activity summaries of AIM’s work:

Funding Strategy

AIM continued to work with PCTPA to support its efforts in discussing the need for local transportation infrastructure funding.

PCTPA.net & Social Media

AIM continued posting social media updates on the PCTPA Facebook, Twitter, and Instagram to highlight the work being done by and on behalf of PCTPA, other transportation projects in the Placer region, Placer County’s response to the COVID-19 crisis and other transportation and service update news.

Key social media posts included:

- CCJPA Biopic #4 video launch
- CCJPA Father’s Day deals
- CCJPA safety update
- CCJPA schedule update
- Colfax I-80 acceleration lane project completion
- Highway 65 Caltrans traffic alert

- Mask reminder post
- Mike Luken 80/65 article
- PCTPA Spring Newsletter article – Transportation Funding
- PCTPA Spring Newsletter article – Transportation Infrastructure
- Roseville Mahany Trail survey reminder
- Roseville Oak Ridge Bridge Replacement article
- Roseville Transit safety update
- Roseville Transit service alerts
- Rural biking article
- SACOG Green Means Go post
- Taylor Road Loomis article

Current social media page statistics include:

- Facebook – 1,801 Followers
 - *Previously 5/31: 1,803*
- Twitter – 1,389 Followers
 - *Previously 5/31: 1,402*
- Instagram – 1,037 Followers
 - *Previously 5/31: 1,029*

Key website analytics include:

- Total page views for the PCTPA website during June: 3,070
 - 15.24% of views were on the Main Page
 - 11.79% of views were on the Placer County bike maps page
 - 5.86% of views were on the Agendas 2020
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during June: 341

CCJPA Roseville Biopic

AIM filmed, produced and edited the fourth CCJPA biopic video in the “Meet the Riders” series. The video focused on practicing social distancing while riding on the trains while also being able to eat out at a Roseville restaurant. AIM launched the video through email and social media.

Key Analytics

Facebook:

226 Views

83 Clicks

Instagram:

251 Views

Twitter:

40 Views

3 clicks

Constant Contact:

2,128 Sent

411 Opened

39 Clicks

Youtube:

27 views

59.7% Retention rate

Newsletter #44

AIM continued to promote the launch through social media. Key articles included: Mike's Message, Economic Development, and Transportation Funding.

Media Relations

AIM continued to monitor industry and local news to identify outreach opportunities as well as support the Agency's efforts to address local transportation and transit issues.

Project Assistance

AIM managed the Interstate 80 / Highway 65 website and collected community email sign-ups. AIM also managed social media and community comments regarding the project.

MEMORANDUM

TO: Mike Luken
FROM: AIM Consulting
DATE: August 6, 2020
RE: July Monthly Report

The following is a summary of communications and public information work performed by AIM Consulting (AIM) on behalf of Placer County Transportation Planning Agency (PCTPA) in the month of July.

AIM assisted with media relations and public information. AIM maintained, drafted, published, and promoted content for PCTPA social media to share current information about PCTPA projects, programs, and activities. AIM also assisted in releasing information about the California Transportation Foundation awards.

Below are activity summaries of AIM's work:

PCTPA.net & Social Media

AIM continued posting social media updates on the PCTPA Facebook, Twitter, and Instagram to highlight the work being done by and on behalf of PCTPA, other transportation projects in the Placer region, Placer County's response to the COVID-19 crisis and other transportation and service update news.

Key social media posts included:

- Fourth of July Roseville Transit service update
- Capitol Corridor July 4th service update
- CTC funding announcement
- Capitol Corridor Biopic #4 (repost)
- CTF awards announcement graphic
- Oak Ridge Drive bridge construction announcement
- East Placer Transit improvements
- Roseville Transit mask graphic
- I-80 Colfax completion announcement
- Placer County face covering campaign
- Capitol Corridor health and safety video

- Highway 49 Auburn traffic alert
- Roseville Parkway extension virtual open house
- SacRT Light Rail service update
- Roseville Transit service update – Vernon Street closure
- Capitol Corridor face covering graphic
- Placer County Resort Triangle virtual open house

Current social media page statistics include:

- Facebook – 1,801 Followers
 - *Previously 6/30: 1,801*
- Twitter – 1,386 Followers
 - *Previously 6/30: 1,389*
- Instagram – 1,045 Followers
 - *Previously 6/30: 1,037*

Key website analytics include:

- Total page views for the PCTPA website during July: 2,759
 - 14.35% of views were on the Placer County bike maps page
 - 12.79% of views were on the Main Page
 - 5.76% of views were on the SPRTA Modeling page
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during July: 332

CTF Awards Messaging

AIM developed and distributed a media release and social media graphic announcing that the 80/65 Interchange Improvement Project was awarded Conventional State Highway project of the year. Additionally, Aim assisted in filming and editing a “Thank you” video. AIM will launch the video on social media and send to project partners.

Media Relations

AIM continued to monitor industry and local news to identify outreach opportunities as well as support the Agency’s efforts to address local transportation and transit issues.

Project Assistance

AIM managed the Interstate 80 / Highway 65 website and collected community email sign-ups. AIM also managed social media and community comments regarding the project.



1701 Pennsylvania Avenue
Washington, D.C. 20006
(703) 340-4666

June 30, 2020

To: PCTPA
From: Sante Esposito
Subject: June Monthly Report

Infrastructure

NOTE: House passage expected this week.

The House Democratic Leadership has fashioned a multi-jurisdictional \$1.3T mega infrastructure proposal, per below, for highlights and links to Fact Sheet, Section-by-Section, and Bill Text.

\$500 billion investment to rebuild and reimagine the nation's transportation

\$130 billion in school infrastructure targeted at high-poverty schools

Addresses structural challenges and upgrades child care facilities

\$100 billion into our nation's affordable housing infrastructure

\$25 billion for safe drinking water

\$70 billion to modernize energy infrastructure

\$100 billion for affordable high-speed broadband Internet access to all parts of the country

\$30 billion to modernize the health care infrastructure

\$25 billion to modernize and strengthen the Postal Service

Promotes new renewable energy infrastructure

Promotes investments in communities

Text of the Moving Forward Act is [here](#).

A Section by Section is [here](#).

A **Fact Sheet** is [here](#).

To review, in the Senate Senator Barrasso, Chair of the Environment and Public Works Committee, has said that he wants the Committee's bipartisan FAST Act and WRDA reauthorization bills included in any infrastructure package.

To review, in the Administration the President's FY21 Budget has two major infrastructure components. The first is a \$810 billion, 10-year reauthorization of surface transportation programs. The second is a \$190 billion in investments across a range of infrastructure, as follows:

- **\$60 Billion for a new Building Infrastructure Great grants program:** This “mega-projects” program will focus on delivery of such projects across a range of sectors: surface transportation road, bridge, rail, transit, pipeline, landside port, and intermodal connection capital investments; lock, dam, and canal investments; drinking water and waste treatment capital investments; and energy and broadband capital investments.
- **\$50 billion for a new Moving America's Freight Safely and Efficiently program.** This program will support projects with significant economic, mobility, and safety benefits on our strategic highway, rail, port, and waterway freight networks.
- **\$35 billion for a new Bridge Rebuilding program.** This program will make targeted investments in critical bridge infrastructure to restore them to good condition. \$12 billion will be provided for “off- system” bridges allocated via formula, and \$23 billion will be provided for larger bridges via a competitive process.
- **\$25 billion for a new Revitalizing Rural America program.** This program focuses on the needs and contributions to our economy made by rural communities and helps them deliver broadband, transportation, water and other infrastructure projects.
- **\$20 billion for a Transit State of Good Repair Sprint program.** The program will focus exclusively on rehabilitating existing transit assets (no new capacity projects).
- **\$6.5 billion for a Public Lands Infrastructure Fund.** This program would address the deferred maintenance backlog in our national parks, forests, wildlife refuges and other public lands, along with Bureau of Indian Education

House Highway Bill

The Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act is a 5-year, \$494 billion investment to get our existing infrastructure working again and fund new, transformative projects that will create millions of jobs and support American manufacturing and ingenuity while reducing carbon pollution, dramatically improving safety, and spurring economic activity. It's investing in infrastructure that is **smarter, safer, and made to last.**

- **Highways Investments: \$319 Billion**
 - Delivers better roads and bridges faster by prioritizing fixing the broken, outdated infrastructure we already have, including 47,000 structurally deficient bridges, before building new highway capacity.
 - Modernizes our infrastructure with bold new funding for addressing gridlock and the most impactful projects and bottlenecks that affect local regions and the national transportation network.
 - Measures state-by-state greenhouse gas emissions, with incentives for best performers in carbon pollution reduction, and a new program to fund resilient infrastructure that can withstand the impacts of climate change.
 - Dramatically increases funding for development of charging stations and other alternative fueling options for electric and zero-emissions vehicles.
 - Addresses rising rates of pedestrian and bicyclist deaths by requiring States with the highest rates to set aside funding to tackle the problem, codifies and expands eligibility for safe routes to school, provides funding to develop active transportation networks, and strengthens emphasis on high risk rural roads.
 - Doubles funding for technology deployment to increase innovation and creates new program to fund green materials research and to deploy green construction materials and practices to create smarter, more efficient transportation systems.
- **Transit Investments: \$105 Billion**
 - Increases funding for transit agencies to add new routes and provide more reliable service, encouraging viable public transit options and fewer single-occupant cars clogging highways.
 - Creates a Mobility Innovation program to permit transit agencies to collaborate on mobility on demand services.
 - Strengthens Buy America provisions to boost domestic jobs in rail and bus manufacturing.
 - Increases investment in zero-emission buses to reduce carbon pollution.
 - Streamlines project delivery by reforming the Capital Investment Grants program so that our investments get shovels in the ground quicker and commuters see results faster.
 - Provides the investments needed to address the growing backlog of transit maintenance needs, making public transit safer and more reliable.
- **Passenger Vehicle and Commercial Motor Vehicle Safety Investments: \$10 billion**
 - Boosts funding for highway safety programs under the National Highway Traffic Safety Administration, providing \$5.3 billion over five years.
 - Increases funding for truck and bus safety programs under the Federal Motor Carrier Safety Administration, providing \$4.6 billion over five years.
- **Rail Investments: \$60 Billion**
 - Triples funding for Amtrak to \$29 billion over five years, allowing for improvement and expansion of the Nation's passenger rail network, including the Northeast Corridor (NEC) and the National Network, giving travelers a reliable, low-carbon option to travel both short and long distances, including to regions that lack frequent or affordable airport service.
 - Invests in Amtrak stations, facilities, services, and modernization of its equipment, while continuing Amtrak's legacy of serving long-distance, state-

supported, and Northeast Corridor passengers and ensuring a skilled Amtrak workforce.

- Creates a new \$19 billion program, the Passenger Rail Improvement, Modernization and Expansion (PRIME) grant program, devoted entirely to passenger rail improvements and expansion, performance optimization, and intercity passenger rail transportation expansion.
- Dramatically increases funding for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program to \$7 billion to fund passenger and freight rail projects. Expands program eligibilities and allows commuter rail authorities to compete for funds.
- Helps communities improve safety at rail crossings with a new \$2.5 billion grade separation grant program.
- Addresses “long trains,” trains longer than 7,500 feet, as well as train crossings that are blocked more than 10 minutes, which impact local traffic and emergency response times.
- Prohibits U.S. DOT from allowing the transport of liquefied natural gas by rail tank car until extensive safety analysis is performed and additional conditions are met.

Senate Highway Bill

FAST Act reauthorization required by Sept. 30 when current program expires. Senate EPW has reported its version of the bill (see below). Other Senate committees that need to act include Banking (mass transit), Commerce (trucking, rail and safety), and Finance (how to pay for the bill). Senate Banking Committee held an authorization hearing on Feb. 25.

The EPW bipartisan bill would authorize \$287 billion in highway spending, 90- percent of which would be distributed to the states by formula. The bill also features a title on climate change, which would authorize \$10.8 billion for various programs addressing resiliency and other climate issues over the next five fiscal years. That includes \$1 billion for electric, hydrogen, and natural gas vehicle charging and fueling stations. It would also provide billions for programs aimed at curbing emissions and reducing congestion and truck idling. The legislation would also streamline infrastructure permitting and set a two-year target for environmental reviews. Lastly, the bill would authorize \$12.5 million per year to fund state and regional pilot testing of user-based alternative revenue mechanisms to the gas tax.

Earmarks

Status: No new developments. Continue to monitor in conjunction with the Office of House Majority Leader.

To review, recent reports indicate discussion, and in some cases real interest, in bringing back earmarks. Many House Democrats have voiced support for overturning the current ban on earmarks. Most noticeably is Majority Leader Hoyer who is shopping an earmark return plan that would require for every earmark the recipient be a public, not a private entity, the Member requesting the earmark be identified, the earmark project be located in the Member’s

district/state, and the Member acknowledge under penalty that he or she has no vested interest in the earmark project. Transparency and accountability, Hoyer says, are the cornerstones of his proposal. To date, House Republicans are either opposed or silent on the return as are Senate republicans. Senate Democrats support overturning the ban with accompanying stringent rules.

Bill Tracking

H.R.4780 — 116th Congress (2019-2020)

National Infrastructure Investment Corporation Act of 2019

Sponsor: Rep. Carbajal, Salud O. [D-CA-24] (Introduced 10/22/2019) **Cosponsors:** (0)

Committees: House - Transportation and Infrastructure

H.R.4687 — 116th Congress (2019-2020)

SMART Infrastructure Act

Sponsor: Rep. Rouda, Harley [D-CA-48] (Introduced 10/16/2019) **Cosponsors:** (3, now 5)

Committees: Transportation and Infrastructure; Science, Space, and Technology; Agriculture; Energy and Commerce

S.352 — 116th Congress (2019-2020)

BUILD Act

Sponsor: Sen. Cornyn, John [R-TX] (Introduced 02/06/2019) **Cosponsors:** (1)

Committees: Finance Increases from \$15 billion to \$20.8 billion the national limitation on the amount of tax-exempt highway or surface freight transfer facility bonds.

H.R.180 — 116th Congress (2019-2020)

Build America Act of 2019

Sponsor: Rep. Hastings, Alcee L. [D-FL-20] (Introduced 01/03/2019) **Cosponsors:** (7, now 12)

Committees: Transportation and Infrastructure and Ways and Means Directs the Department of Transportation (DOT) to carry out a national infrastructure investment grant program for capital investments in surface transportation infrastructure. Projects eligible for funding under the program include, at a minimum, highway and bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments. In distributing grants under the program, DOT shall ensure an equitable geographic distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes. At least 20% of grant funds must be set aside for projects in rural areas. The bill amends the Internal Revenue Code to: (1) establish a National Infrastructure Investment Trust Fund, and (2) increase the tax on gasoline other than aviation gasoline and on diesel fuel or kerosene.

S.146 — 116th Congress (2019-2020)

Move America Act of 2019

Sponsor: Sen. Hoeven, John [R-ND] (Introduced 01/16/2019) **Cosponsors:** (1)

Committees: Finance Allows tax exempt Move America bonds and Move America tax credits to be used for certain infrastructure projects. A Move America bond is treated as a tax-exempt private facility bond with certain exceptions. At least 95% of the net proceeds from the issuance of the bond must be used for infrastructure projects. The bill specifies exceptions and

modifications to existing rules for bonds regarding land acquisition, government ownership, rehabilitation expenditures, and the alternative minimum tax. The bonds are subject to a volume cap equal to 50% of a state's current private activity bond volume cap. States may exchange all or a portion of the volume cap for Move America tax credits to be allocated to taxpayers. The credits include (1) an equity credit for a portion of the basis of each qualified facility; and (2) an infrastructure fund credit for investments in qualified infrastructure funds, including a state infrastructure bank, a water pollution control revolving fund, or a drinking water treatment revolving loan fund.

H.R.658 — 116th Congress (2019-2020)

National Infrastructure Development Bank Act of 2019

Sponsor: Rep. DeLauro, Rosa L. [D-CT-3] (Introduced 01/17/2019) Cosponsors: (60, now 61)
Committees: Energy and Commerce, Transportation and Infrastructure, Financial Services and Ways and Means

S.353 — 116th Congress (2019-2020)

RAPID Act

Sponsor: Sen. Cornyn, John [R-TX] (Introduced 02/06/2019) Cosponsors: (1)
Committees: Environment and Public Works This bill revises the transportation infrastructure finance and innovation (TIFIA) program to (1) require program applicants to obtain investment grade ratings from at least two credit rating agencies, unless the federal credit instrument is less than \$150 million (currently, less than \$75 million), in which case one rating will suffice; (2) require the Department of Transportation (DOT) to implement an expedited decision timeline for public agency borrowers seeking secured loans; and (3) require DOT to publish status reports on program applications on the TIFIA website.

S.403 — 116th Congress (2019-2020)

IMAGINE Act

Sponsor: Sen. Whitehouse, Sheldon [D-RI] (Introduced 02/07/2019) Cosponsors: (5, now 7)
Committees: Environment and Public Works. Encourages the use of innovative construction materials and techniques to accelerate the deployment, extend the service life, improve the performance, and reduce the cost of domestic transportation and water infrastructure projects.

H.R.228 — 116th Congress (2019-2020)

Increase Transportation Alternatives Investment Act of 2019

Sponsor: Rep. Velazquez, Nydia M. [D-NY-7] (Introduced 01/03/2019) Cosponsors: (2) Committees: Transportation and Infrastructure Directs the Department of Transportation (DOT) to ensure that states give preference under the Surface Transportation Block Grant Program to eligible projects that (1) are located in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, including federal-aid highways, federally owned roads open for public travel, passenger rail facilities, and public transportation facilities; and (2) will provide transportation alternatives related to the closure of transportation infrastructure in such areas. DOT shall (1) carry out a competitive grant program to support community efforts to invest in transportation alternatives; and (2) give preference in awarding grants to projects located in such areas. Entities eligible for grants include state and

local governments, metropolitan planning organizations, and rural planning organizations.^[1]_{SEP}

H.R.880 — 116th Congress (2019-2020)

Surface Transportation Investment Act of 2019

Sponsor: Rep. Brownley, Julia [D-CA-26] (Introduced 01/30/2019) Cosponsors: (1)

Committees: Ways and Means and Transportation and Infrastructure. This bill limits or repeals certain tax benefits for major integrated oil companies, including (1) the foreign tax credit for companies that are dual capacity taxpayers, (2) the tax deduction for intangible drilling and development costs, (3) the percentage depletion allowance for oil and gas wells, and (4) the tax deduction for qualified tertiary injectant expenses.

The bill modifies the definition of "major integrated oil company" to include certain successors in interest that control more than 50% of the crude oil production or natural gas production of the company. The bill establishes a Transportation Block Grant Fund and appropriates to the fund amounts equal to the increase in revenues as a result of this bill. The funds must be used for making grants under the Surface Transportation Block Grant Program.

S.1518 — 116th Congress (2019-2020) **Rebuild America Now Act**

Sponsor: Sen. Sullivan, Dan [R-AK] (Introduced 05/16/2019) Cosponsors: (4)

Committee: Environment and Public Works. To improve the processes by which environmental documents are prepared and permits and applications are processed and regulated by Federal departments and agencies, and for other purposes.

H.R.3134 — 116th Congress (2019-2020) **To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.** Sponsor: Rep.

Langevin, James R. [D-RI-2] (Introduced 06/05/2019) Cosponsors: (2)

Committee: Transportation and Infrastructure. To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.



1701 Pennsylvania Avenue
Washington, D.C. 20006
(703) 340-4666

July 31, 2020

To: PCTPA
From: Sante Esposito
Subject: July Monthly Report

Infrastructure (The House)

On July 1 the House passed its mega infrastructure bill by a mostly partisan vote of 233-188. The cornerstone of the bill is the reauthorization of the FAST Act – the highway/transit program. See the following links:

Text of the Moving Forward Act is: <https://transportation.house.gov/download/bill-text-moving-forward-act>

A Section by Section is: <https://transportation.house.gov/download/sec-by-sec-moving-forward-act>

Other inclusions:

\$750 million for water storage projects, \$260 million for desalination projects, funding for water technology prizes; \$130 billion in school infrastructure targeted at high-poverty schools; structural challenges and upgrades for child care facilities; \$100 billion for affordable housing infrastructure; \$70 billion to modernize energy infrastructure; \$100 billion for affordable high-speed broadband Internet access to all parts of the country; \$30 billion to modernize the health care infrastructure; \$25 billion to modernize and strengthen the Postal Service; promotes new renewable energy infrastructure; and, promotes investments in communities

Infrastructure (The Senate)

So far the discussion of a Senate infrastructure bill has focused only on the bipartisan FAST Act and WRDA reauthorization bills reported by the Environment and Public Works Committee.

Infrastructure (The White House)

To review, the President's FY21 Budget has two major infrastructure components. The first is a \$810 billion, 10-year reauthorization of surface transportation programs. The second is a \$190 billion in investments across a range of infrastructure, as follows:

- **\$60 Billion for a new Building Infrastructure Great grants program:** This “mega-projects” program will focus on delivery of such projects across a range of sectors: surface transportation road, bridge, rail, transit, pipeline, landside port, and intermodal connection capital investments; lock, dam, and canal investments; drinking water and waste treatment capital investments; and energy and broadband capital investments.
- **\$50 billion for a new Moving America’s Freight Safely and Efficiently program.** This program will support projects with significant economic, mobility, and safety benefits on our strategic highway, rail, port, and waterway freight networks.
- **\$35 billion for a new Bridge Rebuilding program.** This program will make targeted investments in critical bridge infrastructure to restore them to good condition. \$12 billion will be provided for “off- system” bridges allocated via formula, and \$23 billion will be provided for larger bridges via a competitive process.
- **\$25 billion for a new Revitalizing Rural America program.** This program focuses on the needs and contributions to our economy made by rural communities and helps them deliver broadband, transportation, water and other infrastructure projects.
- **\$20 billion for a Transit State of Good Repair Sprint program.** The program will focus exclusively on rehabilitating existing transit assets (no new capacity projects).
- **\$6.5 billion for a Public Lands Infrastructure Fund.** This program would address the deferred maintenance backlog in our national parks, forests, wildlife refuges and other public lands, along with Bureau of Indian Education

House Highway Bill

The Investing in a New Vision for the Environment and Surface Transportation in America (INVEST in America) Act is a 5-year, \$494 billion investment to get our existing infrastructure working again and fund new, transformative projects that will create millions of jobs and support American manufacturing and ingenuity while reducing carbon pollution, dramatically improving safety, and spurring economic activity. It’s investing in infrastructure that is **smarter, safer, and made to last.**

- **Highways Investments: \$319 Billion**
 - Delivers better roads and bridges faster by prioritizing fixing the broken, outdated infrastructure we already have, including 47,000 structurally deficient bridges, before building new highway capacity.
 - Modernizes our infrastructure with bold new funding for addressing gridlock and the most impactful projects and bottlenecks that affect local regions and the national transportation network.

- Measures state-by-state greenhouse gas emissions, with incentives for best performers in carbon pollution reduction, and a new program to fund resilient infrastructure that can withstand the impacts of climate change.
- Dramatically increases funding for development of charging stations and other alternative fueling options for electric and zero-emissions vehicles.
- Addresses rising rates of pedestrian and bicyclist deaths by requiring States with the highest rates to set aside funding to tackle the problem, codifies and expands eligibility for safe routes to school, provides funding to develop active transportation networks, and strengthens emphasis on high risk rural roads.
- Doubles funding for technology deployment to increase innovation and creates new program to fund green materials research and to deploy green construction materials and practices to create smarter, more efficient transportation systems.
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 - Creates a Mobility Innovation program to permit transit agencies to collaborate on mobility on demand services.
 - Strengthens Buy America provisions to boost domestic jobs in rail and bus manufacturing.
 - Increases investment in zero-emission buses to reduce carbon pollution.
 - Streamlines project delivery by reforming the Capital Investment Grants program so that our investments get shovels in the ground quicker and commuters see results faster.
 - Provides the investments needed to address the growing backlog of transit maintenance needs, making public transit safer and more reliable.
- **Passenger Vehicle and Commercial Motor Vehicle Safety Investments: \$10 billion**
 - Boosts funding for highway safety programs under the National Highway Traffic Safety Administration, providing \$5.3 billion over five years.
 - Increases funding for truck and bus safety programs under the Federal Motor Carrier Safety Administration, providing \$4.6 billion over five years.
- **Rail Investments: \$60 Billion**
 - Triples funding for Amtrak to \$29 billion over five years, allowing for improvement and expansion of the Nation’s passenger rail network, including the Northeast Corridor (NEC) and the National Network, giving travelers a reliable, low-carbon option to travel both short and long distances, including to regions that lack frequent or affordable airport service.
 - Invests in Amtrak stations, facilities, services, and modernization of its equipment, while continuing Amtrak’s legacy of serving long-distance, state-supported, and Northeast Corridor passengers and ensuring a skilled Amtrak workforce.
 - Creates a new \$19 billion program, the Passenger Rail Improvement, Modernization and Expansion (PRIME) grant program, devoted entirely to passenger rail improvements and expansion, performance optimization, and intercity passenger rail transportation expansion.
 - Dramatically increases funding for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program to \$7 billion to fund passenger and

freight rail projects. Expands program eligibilities and allows commuter rail authorities to compete for funds.

- Helps communities improve safety at rail crossings with a new \$2.5 billion grade separation grant program.
- Addresses “long trains,” trains longer than 7,500 feet, as well as train crossings that are blocked more than 10 minutes, which impact local traffic and emergency response times.
- Prohibits U.S. DOT from allowing the transport of liquified natural gas by rail tank car until extensive safety analysis is performed and additional conditions are met

Senate Highway Bill

FAST Act reauthorization required by Sept. 30 when current program expires. Senate EPW has reported its version of the bill (see below). Other Senate committees that need to act include Banking (mass transit), Commerce (trucking, rail and safety), and Finance (how to pay for the bill). Senate Banking Committee held an authorization hearing on Feb. 25.

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House FY21 Transportation Appropriations Bill

\$1 billion for **National Infrastructure Investments (TIGER/BUILD)**, equal to the FY 2020 enacted level and the President’s budget request

\$3 million to support the **Highly Automated Systems Safety Center of Excellence** established in fiscal year 2020. This program was not in the President’s budget request

\$10 million for **Transportation Planning Grants** to assist areas of persistent poverty. This new competitive grant program was not in the FY 2020 enacted bill or the President’s budget request

\$1 billion for discretionary **Highway Infrastructure Programs**, a decrease of \$1.2 billion below the FY 2020 enacted level and \$1 billion above the President’s budget request

\$881 million for the **Federal Motor Carrier Safety Administration**, consistent with

the INVEST in America Act, an increase of \$202 million above the FY 2020 enacted level and \$179 million above the President's budget request

\$1.3 billion for the **National Highway Traffic Safety Administration**, consistent with the INVEST in America Act, an increase of \$268 million above the FY 2020 enacted level and \$293 million above the President's budget request

\$3 billion for the **Federal Railroad Administration**, an increase of \$201.8 million above the FY 2020 enacted level and \$1 billion above the President's budget request

\$2.05 billion for **Amtrak**, an increase of \$50 million above the FY 2020 enacted level and \$1.1 billion above the President's budget request

\$18.9 billion for the **Federal Transit Administration**

Senate FY21 Appropriations Bills

Hearings continue. No markups scheduled.

Earmarks

Status: No new developments. Continue to monitor in conjunction with the Office of House Majority Leader.

To review, recent reports indicate discussion, and in some cases real interest, in bringing back earmarks. Many House Democrats have voiced support for overturning the current ban on earmarks. Most noticeably is Majority Leader Hoyer who is shopping an earmark return plan that would require for every earmark the recipient be a public, not a private entity, the Member requesting the earmark be identified, the earmark project be located in the Member's district/state, and the Member acknowledge under penalty that he or she has no vested interest in the earmark project. Transparency and accountability, Hoyer says, are the cornerstones of his proposal. To date, House Republicans are either opposed or silent on the return as are Senate republicans. Senate Democrats support overturning the ban with accompanying stringent rules.

Bill Tracking

H.R.4780 — 116th Congress (2019-2020)

National Infrastructure Investment Corporation Act of 2019

Sponsor: Rep. Carbajal, Salud O. [D-CA-24] (Introduced 10/22/2019) **Cosponsors:** (0)

Committees: House - Transportation and Infrastructure

H.R.4687 — 116th Congress (2019-2020)

SMART Infrastructure Act

Sponsor: Rep. Rouda, Harley [D-CA-48] (Introduced 10/16/2019) **Cosponsors:** (3, now 5)

Committees: Transportation and Infrastructure; Science, Space, and Technology; Agriculture; Energy and Commerce

S.352 — 116th Congress (2019-2020)

BUILD Act

Sponsor: Sen. Cornyn, John [R-TX] (Introduced 02/06/2019) Cosponsors: (1)

Committees: Finance Increases from \$15 billion to \$20.8 billion the national limitation on the amount of tax-exempt highway or surface freight transfer facility bonds.

H.R.180 — 116th Congress (2019-2020)

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S.146 — 116th Congress (2019-2020)

Move America Act of 2019

Sponsor: Sen. Hoeven, John [R-ND] (Introduced 01/16/2019) Cosponsors: (1)

Committees: Finance Allows tax exempt Move America bonds and Move America tax credits to be used for certain infrastructure projects. A Move America bond is treated as a tax-exempt private facility bond with certain exceptions. At least 95% of the net proceeds from the issuance of the bond must be used for infrastructure projects. The bill specifies exceptions and modifications to existing rules for bonds regarding land acquisition, government ownership, rehabilitation expenditures, and the alternative minimum tax. The bonds are subject to a volume cap equal to 50% of a state's current private activity bond volume cap. States may exchange all or a portion of the volume cap for Move America tax credits to be allocated to taxpayers. The credits include (1) an equity credit for a portion of the basis of each qualified facility; and (2) an infrastructure fund credit for investments in qualified infrastructure funds, including a state infrastructure bank, a water pollution control revolving fund, or a drinking water treatment revolving loan fund.

H.R.658 — 116th Congress (2019-2020)

National Infrastructure Development Bank Act of 2019

Sponsor: Rep. DeLauro, Rosa L. [D-CT-3] (Introduced 01/17/2019) Cosponsors: (60, now 61)

Committees: Energy and Commerce, Transportation and Infrastructure, Financial Services and Ways and Means

S.353 — 116th Congress (2019-2020)

RAPID Act

Sponsor: [Sen. Cornyn, John \[R-TX\]](#) (Introduced 02/06/2019) Cosponsors: (1)
Committees: Environment and Public Works This bill revises the transportation infrastructure finance and innovation (TIFIA) program to (1) require program applicants to obtain investment grade ratings from at least two credit rating agencies, unless the federal credit instrument is less than \$150 million (currently, less than \$75 million), in which case one rating will suffice; (2) require the Department of Transportation (DOT) to implement an expedited decision timeline for public agency borrowers seeking secured loans; and (3) require DOT to publish status reports on program applications on the TIFIA website.

[S.403](#) — 116th Congress (2019-2020)

IMAGINE Act

Sponsor: [Sen. Whitehouse, Sheldon \[D-RI\]](#) (Introduced 02/07/2019) Cosponsors: (5, now 7)
Committees: Environment and Public Works. Encourages the use of innovative construction materials and techniques to accelerate the deployment, extend the service life, improve the performance, and reduce the cost of domestic transportation and water infrastructure projects.

[H.R.228](#) — 116th Congress (2019-2020)

Increase Transportation Alternatives Investment Act of 2019

Sponsor: [Rep. Velazquez, Nydia M. \[D-NY-7\]](#) (Introduced 01/03/2019) Cosponsors: (2) Committees: Transportation and Infrastructure Directs the Department of Transportation (DOT) to ensure that states give preference under the Surface Transportation Block Grant Program to eligible projects that (1) are located in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, including federal-aid highways, federally owned roads open for public travel, passenger rail facilities, and public transportation facilities; and (2) will provide transportation alternatives related to the closure of transportation infrastructure in such areas. DOT shall (1) carry out a competitive grant program to support community efforts to invest in transportation alternatives; and (2) give preference in awarding grants to projects located in such areas. Entities eligible for grants include state and local governments, metropolitan planning organizations, and rural planning organizations.^[1]_[SEP]

[H.R.880](#) — 116th Congress (2019-2020)

Surface Transportation Investment Act of 2019

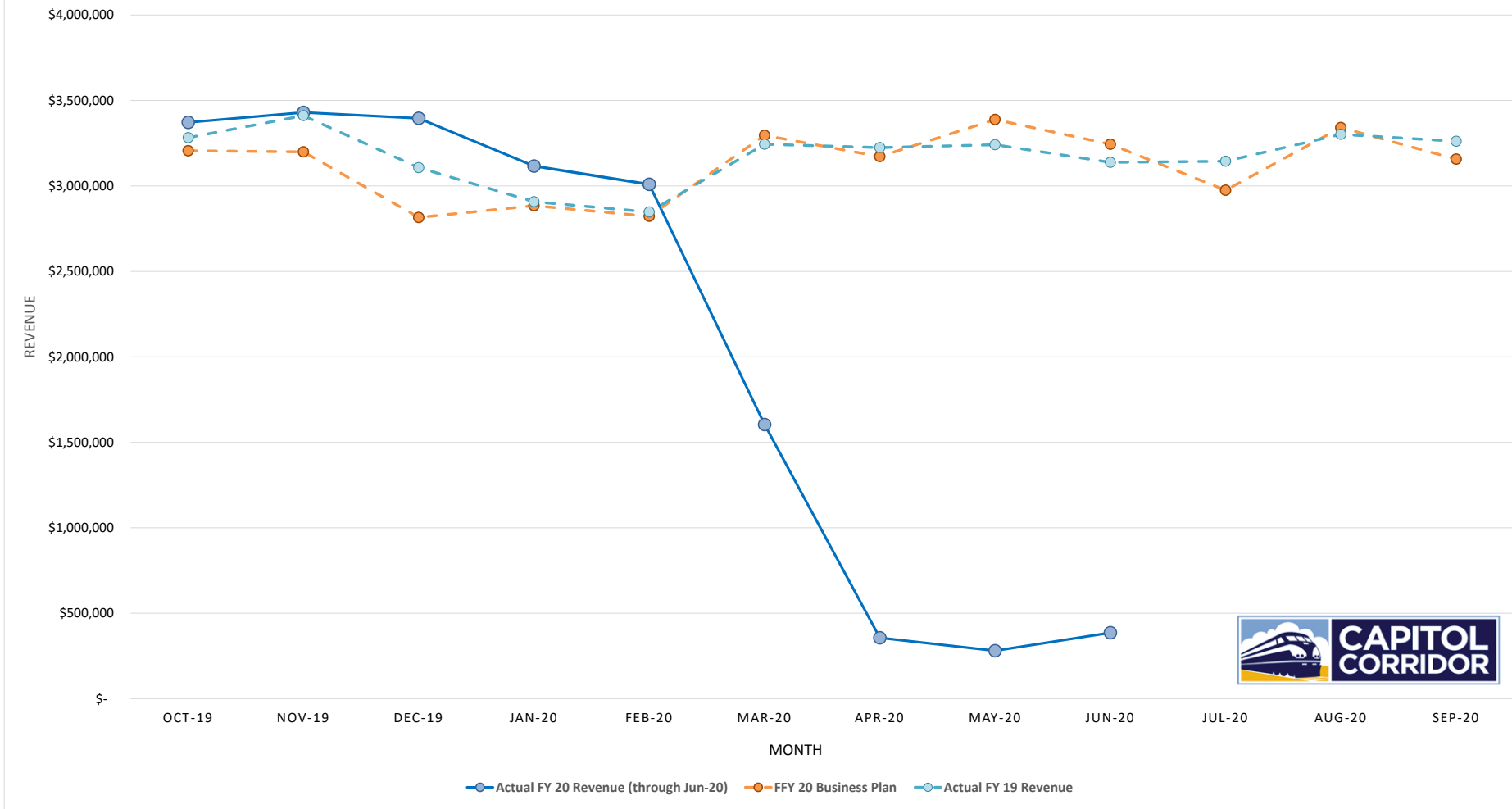
Sponsor: [Rep. Brownley, Julia \[D-CA-26\]](#) (Introduced 01/30/2019) Cosponsors: (1)
Committees: Ways and Means and Transportation and Infrastructure. This bill limits or repeals certain tax benefits for major integrated oil companies, including (1) the foreign tax credit for companies that are dual capacity taxpayers, (2) the tax deduction for intangible drilling and development costs, (3) the percentage depletion allowance for oil and gas wells, and (4) the tax deduction for qualified tertiary injectant expenses.
The bill modifies the definition of "major integrated oil company" to include certain successors in interest that control more than 50% of the crude oil production or natural gas production of the company. The bill establishes a Transportation Block Grant Fund and appropriates to the fund amounts equal to the increase in revenues as a result of this bill. The funds must be used for making grants under the Surface Transportation Block Grant Program.

[S.1518](#) — 116th Congress (2019-2020) **Rebuild America Now Act**

Sponsor: Sen. Sullivan, Dan [R-AK] (Introduced 05/16/2019) Cosponsors: (4)
Committee: Environment and Public Works. To improve the processes by which environmental documents are prepared and permits and applications are processed and regulated by Federal departments and agencies, and for other purposes.

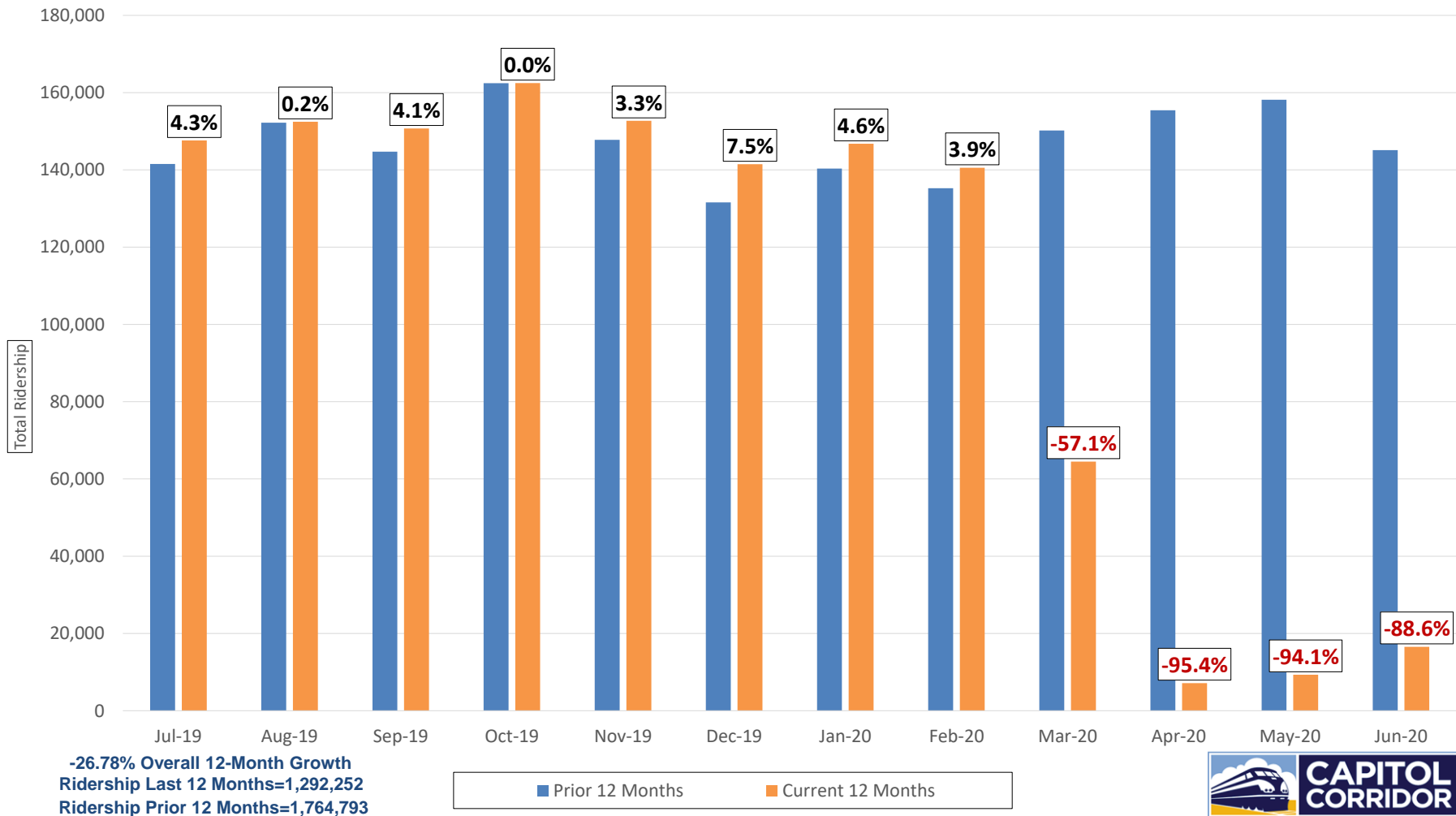
H.R.3134 — 116th Congress (2019-2020) **To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.** Sponsor: Rep. Langevin, James R. [D-RI-2] (Introduced 06/05/2019) Cosponsors: (2)
Committee: Transportation and Infrastructure. To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.

CAPITOL CORRIDOR REVENUE (FFY 2019 - 2020)
FFY 20 ACTUALS, COMPARED TO FFY 20 BUSINESS PLAN FORECASTS & FFY 19 ACTUALS



CAPITOL CORRIDOR RIDERSHIP (JULY 2019 - JUNE 2020)

COMPARING PREVIOUS 12 MONTH PERIOD TO CURRENT 12 MONTH PERIOD





TRAIN PERFORMANCE FY20 (October 2019 - June 2020)

FY 20 Actuals & Percent Change from FY20 Business Plan, FY 19 Actuals

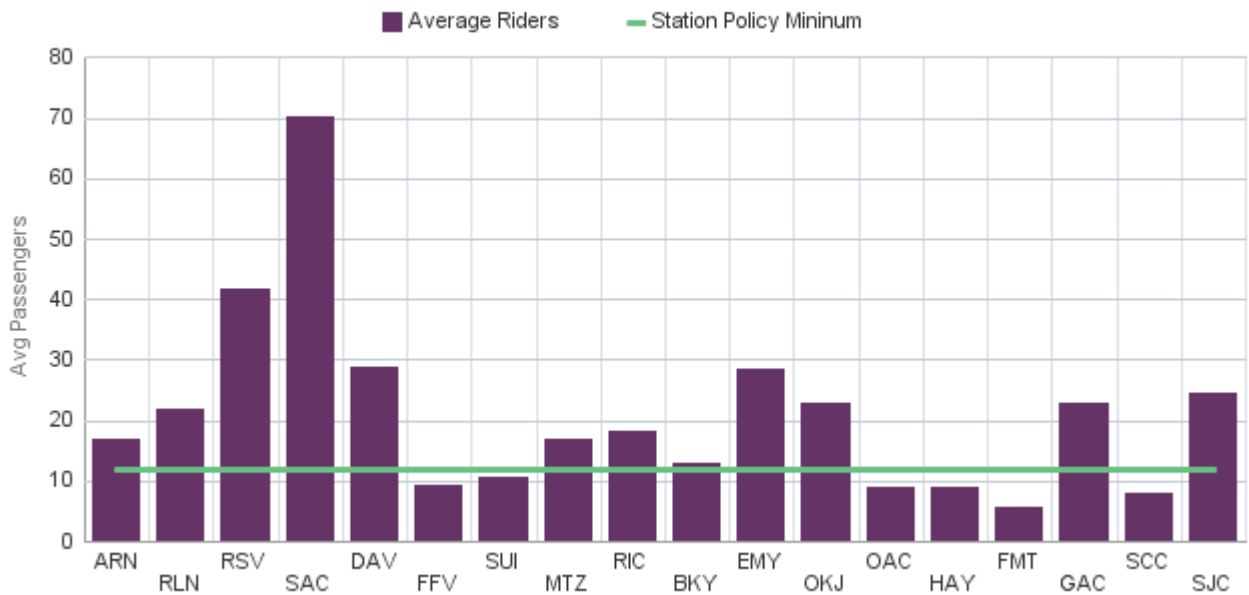
Performance Model	Ridership	Revenue	End-Point OTP	Passenger OTP	System Operating Ratio	Customer Satisfaction (CSI)
Actual FY 20 Performance	841,441	\$ 18,949,214.39	88%	88%	43%	90.72
FY 20 Business Plan Forecasted	1,314,656	\$ 28,027,060.67	90%	90%	52%	92.5
<i>FY 20 Actual vs FY 20 Business Plan (% Change)</i>	-36%	-32%	-2%	-3%	-18%	-2%
<i>FY 20 vs FY 19 Actual Performance (% Change)</i>	-37%	-33%	0%	0%	-29%	0%

Capitol Corridor Station Activity - Minimum Station boarding and alightings

Highest Average Number of Passengers on a train by Station

FYTD 20/October 1, 2019 -July 31, 2020

Total Number of Passengers on board by Station



Station Code	Board Count	Alight Count	Average Riders	Meet Criteria
ARN	4,147	3,591	17	Y
BKY	40,730	40,269	13	N
DAV	91,791	87,292	29	Y
EMY	87,530	90,119	28	Y
FFV	28,370	29,020	9	N
FMT	10,856	10,487	6	N
GAC	47,456	39,298	23	Y
HAY	15,939	18,202	9	N
MTZ	50,271	55,267	17	Y
OAC	18,063	21,229	9	N
OKJ	72,786	69,507	23	Y
RIC	54,358	59,812	18	Y
RLN	5,345	4,600	22	Y
RSV	10,097	8,943	41	Y
SAC	223,657	214,952	70	Y
SCC	17,023	13,610	8	N
SJC	48,316	43,900	24	Y
SUI	31,753	33,959	11	N

Year of Service	Projected Ridership (Boardings + Alightings) Per Train Stop (>20 daily trains)*	Projected Ridership (Boardings + Alightings) Per Train Stop (20+ daily trains)*
1	Equal to or greater than 7	Equal to or greater than 8
2	Equal to or greater than 8	Equal to or greater than 10
5 or more	Equal to or greater than 12	Equal to or greater than 15

*Per train ridership thresholds parsed to reflect service frequency differences

Auburn Journal

Date: Wednesday, July 15, 2020

By: Staff Report

Caltrans completes Interstate 80 acceleration lane project in Colfax

Caltrans completed a \$1.8 million improvement project in Colfax that extended the westbound Interstate-80 on-ramp from State Route 174 with a standard-length acceleration and merge lane.

“The addition of a standard-length acceleration and merge lane increases the safety of motorists traveling from Colfax as they enter a high-speed highway and freight corridor,” Caltrans District 3 Director Amarjeet S. Benipal said. “The project also complements the city of Colfax’s roundabout project, which was constructed last year. That partnership project between Caltrans, the city of Colfax and the Placer County Transportation Planning Agency was developed to relieve queues and improve traffic operations as people enter and exit Interstate 80.”

Knife River Construction of Chico was the contractor for the project, which finished on budget and one week ahead of schedule. Funding was provided by the District 3 Minor Program under the State Highway Operation and Protection Program Operational Improvements fund.



Date: July 29, 2020

Caltrans beginning acceleration lanes project on Highway 49

Caltrans is starting construction this week on a \$3.8 million safety improvement project on Highway 49 near Wolf Road and Combie Road in Nevada County.

Caltrans is constructing two acceleration lanes – 500 feet long southbound and 900 feet long northbound, each with a 660-foot merge taper – at the Wolf Road/Combie Road intersection. In addition, construction crews will extend a culvert, replace a drainage inlet, construct Americans with Disabilities Act-compliant curb ramps and upgrade existing traffic signal poles. Safety measures will also include overhead lighting at the beginning of the merge tapers.

“This is one of several safety improvement projects planned for the Highway 49 corridor,” said Caltrans District 3 Director Amarjeet S. Benipal. “The Wolf/Combie acceleration lane project increases safety for vehicles entering the highway at this intersection and is one of the more than \$160 million in improvements completed, in construction or planned for the corridor by state and local agencies.”

DeSilva Gates Construction of Sacramento is the primary contractor for the project. Major work is anticipated to be completed by the end of October, with traffic-signal upgrades planned for early 2021.

The contractor will begin by installing k-rail concrete barriers along the shoulder overnight this week. The majority of the work will be performed along the highway shoulders behind k-rail barriers with minimal traffic-interfering work required.

Weather or unexpected events may delay or prolong the work. Caltrans advises motorists to “Be Work Zone Alert.” The department will issue construction updates on Twitter at twitter.com/CaltransDist3 and Facebook at facebook.com/CaltransDistrict3.